

The Mining Journal.

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1046—Vol. XXV.]

LONDON, SATURDAY, SEPTEMBER 8, 1855.

{(WITH SUPPLEMENT) STAMPED SIXPENCE. UNSTAMPED FIVEPENCE.

THE MINING EXCHANGE OF LONDON.

GRESHAM HOUSE, OLD BROAD STREET.

Following are the MEMBERS who have SUBSCRIBED to the RULES:—

J. T. WATSON, F.G.S.—CHAIRMAN (Firm of Watson and Cull).
W. DAWDEN.
W. H. CULL.
H. B. RYE.
E. GOMPERS.
J. H. HITCHINS.
G. KIECKHOFFER.
J. LANE.
L. LAMBERT.
C. MARTIN.
Wm. MICHELL.
J. H. MURCHISON, F.G.S.
Adam Murray, F.G.S.
T. P. THOMAS.
CHAS. POWELL.
G. MOORE.
W. L. OLIVER.
T. PAINTER.
H. PEET.
J. B. PIKE.
J. J. REYNOLDS, jun.
G. F. SMITH.
George Spratley.
F. WATSON.
By order of the Committee, N. F. WATSON, Hon. Sec.

MR. JAMES CROFTS, MINING BROKER.

No. 1, FINCH LANE, CORNHILL, LONDON, TRANSACTS BUSINESS.

BUYING AND SELLING, for immediate cash, MINING SHARES, well selected, are the best of any known investments—paying from 10 to 20 per cent. per annum in dividends. The choice of NON-DIVIDEND shares requires careful discrimination. I am a BUYER of the following:—Alfred Consols, Devon Barro, Devon United, South Tamar, W. Wrey, Wh. Franco, Okef Tor, Bortridge Consols, North Basset, West Basset, Lamheroo, Trewhetha, West Wh. Carpenter, Devon Wheal Buller, Cubert, East Russell.

MR. JAMES LANE, No. 29, THREADNEEDLE STREET, is

prepared to TRANSACT BUSINESS in the following SHARES:—
Great Consols, West Bortridge, West Crinins, Okef Tor, Tavy Consols, Rosewarne, North Rosewarne, Great Crinins, South Tamar, Trewhetha, Trelawny, 2 Trelawny, 1 West Damsel, 1 West and Sou. Caradon, 1 West Seton, 10 West Wrey.

MR. JAMES B. BRENCHLEY has FOR SALE SHARES in the

following MINES, paying dividends two and three monthly; and upon some of the dividends are about to be declared. Mr. BRENCHLEY begs to call the attention of those seeking investments to the large interest derivable from this class of shares, as well as to the absence of liability:—
5 North Basset, 2 Trelawny, 4
1 North Pool, 1 West Damsel, 1
2 Rosewarne, 1 West and Sou. Caradon, 1
15 North Frances, 10 West Seton, 1
1 South Basset, 10 West Wrey.

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GEORGE MOORE will BUY OR SELL IN ANY PART OF—

10 Alfred Consols, 10 East Basset, 100 Sortridge Consols.
5 Belling Well, 5 Hington Down, 10 South Wheal Frances.
3 Bedford United, 50 Ivybridge, 10 Trebance.
15 Buller and Basset Unit, 50 Kiltaine, 3 West Providence.
20 Cliffland and Wentworth, 10 North Basset, 3 West Basset.
200 Cwm Darren, 20 North Rosewarne, 50 Wheal Zion.
2 East Wheal Rose, 1 Rosewarne, 1 Wheal Kitty.
50 East Russell, 10 South Tamar, 1 Wheal Hender.

GEORGE MOORE has FOR SALE Shares in the Newtonards Mine; the price will be given upon application.

GEORGE MOORE will be happy to advise as to the best description of shares at the present moment, either for speculation or investment; many of the former can be purchased for a trifling amount, on which an advance within a short period is almost certain. Business transacted in every description of British and Foreign Mines; and the closest prices forwarded on application.

GEORGE MOORE, Dealer in Mining Shares, 1, Crown-court, Threadneedle-street.

MR. JOSEPH JAMES REYNOLDS, STOCK AND SHARE

BROKER, No. 21, THREADNEEDLE STREET, LONDON.

BUSINESS TRANSACTED in every description of BRITISH AND FOREIGN STOCKS, FUNDS, AND SECURITIES; also, BRITISH AND FOREIGN MINES.

MESSRS. POWELL AND COOKE, DEALERS IN MINING

SHARES, No. 8, HERCULES CHAMBERS, OLD BROAD STREET, LONDON.

The above continue to DEAL in the SHARES of all the leading DIVIDEND and good PROGRESSIVE MINES.—Sept. 7, 1855.

MR. RYE is a BUYER of the following, at current prices, viz.:

South Frances, Wheal Kitty (Leland), Gossamen.
Clifford, Condurrow, Craddock Moor.
Rosewarne, Tamar Consols, Stray Park.
Hender, Tincroft, South Caradon.
Mary Ann, Alfred Consols, Trebance.
77, Old Broad-street. Established 12 years. West Providence.

MESSRS. T. SPARCO AND CO., MINING AGENTS AND

SHAREBROKERS, 70, CORNHILL, LONDON.

Gratuitous advice will be afforded to any gentleman requiring information respecting mining investments, upon application personally or by letter.

REMOVAL.—MR. HENRY SIBLEY, STOCK, SHARE, AND

MINING AGENT, has REMOVED from No. 5, Old Broad-street, to No. 4, BIRCHIN LANE, CORNHILL.

MR. W. LEMON OLIVER, STOCK AND SHAREBROKER,

4, AUSTINFRIARS, OLD BROAD STREET, CITY. (Sworn Broker.)

MR. LEEAN, 4, CUSHION COURT, OLD BROAD STREET,

LONDON.—BUSINESS TRANSACTED in every description of BRITISH STOCKS, FUNDS, AND SECURITIES; also, BRITISH AND FOREIGN MINES.

THOMAS EDINGTON, PURCHASER AND INSPECTOR OF

CASTINGS ON COMMISSION, 17, GORDON STREET, GLASGOW.

MR. EVAN HOPKINS, CONSULTING MINING ENGINEER,

38, THURLOE SQUARE, BROMPTON.

MR. ADAM MURRAY, CONSULTING MINING ENGINEER,

76, CORNHILL, LONDON.

CAPT. THOMAS DUNN, of TAVISTOCK, undertakes to INSPECT,

REPORT, and SURVEY any MINES or MINERAL PROPERTY in ENGLAND, IRELAND, SCOTLAND, or WALES. No objection to take the management of any mine or mines in the neighbourhood of Tavistock.

MESSRS. WATSON AND ENSOR, MINING AGENTS,

DEALERS IN MINING, RAILWAY, and OTHER SHARES, have REMOVED

from 64, Old Broad-street, to 2, AUSTINFRIARS, FINCH LANE, CORNHILL.

Messrs. Watson and Ensor have FOR SALE, at very low prices, SHARES in a few DIVIDEND, and other MINES approaching a dividend state, which they can strongly recommend. Prices and general information afforded on application.

Messrs. Watson and Ensor undertake the inspection of mines, through eminently qualified local agents, and on moderate terms.

MR. WM. MICHELL has just RETURNED from INSPECTING

several MINES in DEVON and CORNWALL; and is prepared with beneficial advice for his friends.

2, Crown-court, Threadneedle-street, London, Aug. 20, 1855.

MR. JAMES H. COCK, MINE SHAREBROKER, GENERAL

COMMISSION AGENT, and ACCOUNTANT, REDRUTH, will be happy to

receive ORDERS from his friends and the public for the PURCHASE and SALE OF

SHARES (ON COMMISSION ONLY) in any of the MINES in the district; also, to

EXECUTE COMMISSIONS for the SALE OF MINING and OTHER MATERIALS.

J. H. Cock hopes by paying strict attention to business, moderate charges, and the prompt settlement of accounts, to merit a continuance of the public favours.

MR. W. H. BRUMBY, STOCK AND SHAREBROKER,

1, BRIDGE STREET, BATH, is a BUYER of Boscawen, Wheal Zion, Great

Alfred, Alfred Consols, Wheal Wrey, West Polberr, Cliffland and Wentworth, and

Sortridge Consols.

MR. RICHARD MICHELL'S MINING, AUCTION, AND

GENERAL COMMISSION AGENCY OFFICES,

MINES INSPECTED, and information punctually furnished.

MR. NEWTON SAMUELSON, F.G.S., ASSAYER AND ANALYTICAL

CHEMIST, 3, HACKIN'S HEY, LIVERPOOL.

MR. FRANCIS RIDGMAN, MINE SHAREBROKER,

TAVISTOCK, DEVON.

MR. T. TYACK, MINE SHAREBROKER, AUCTIONEER, &c.,

CAMBORNE, CORNWALL.

GEORGE SPATLEY HAS FOR SALE THE FOLLOWING,

OR ANY PART:—

20 Alfred Consols, 10 Welsh Potosi, 20 Trebance.
100 Great Wheal Vor, 1 Rosewarne, 1 Wheal Wrey.
2 Eaglebrook, 100 Old Treligh, 10 South Carn Brea.
100 Tamar Maria, 50 Pedan-drea, 2 Halamanning.
50 Tassan Lead, 15 Carnyorth, 5 Great Wheal Alfred.
2 Mary Ann, 10 Hender, 1 South Caradon.
1 Wheal Buller, 15 North Basset, 2 North Robert.
And will BUY— 3 Boscawen, 5 Wheal Kitty.
25 Sortridge Consols, 25 Trewhetha.

GEORGE SPATLEY feels confident that the mines he recommends must advance considerably upon present prices. The holders of Sortridge Consols, Carnyorth, Boscawen, and others, have nothing to fear; look to the mines, not too much to the share market, and depend upon it your success is certain.

Business transacted in the leading dividend and progressive mines, and prices, with full information, forwarded on application.

2, Winchester-buildings, London.

MR. JOSEPH WM. OLIVER, No. 75, OLD BROAD STREET,

LONDON, CONTINUES to DEAL in the following SHARES:—

Alfred Consols, Great Wheal Hugo, Pontnewydd, West Providence.
Allen, Great Wheal Vor, Pedan-drea, Wheal Basset.
Bedford United, Hington Down, Pemb. and E. Crinins, Wheal Cliffland.
Bell and Lanarth, Herodsfoot, South Caradon, Wheal Cliffland.
Boscawen, Hawkmoor, South Tamar, Wheal Cliffland.
Cobbe, Iberian, South Frances, Wheal Cliffland.
Cliffland and Wentworth, Ivybridge, South Targus, Wheal Cliffland.
Castillon, Imperial Brazilian, St. Aubyn and Grylls, Wheal Cliffland.
Cwmdyke Rock, Levant, St. John del Rey, Wheal Cliffland.
Devon Great Cons., Leeds Town Consols, San Fernando, Wheal Cliffland.
Devon Buller, Linar, Sortridge Consols, Wheal Cliffland.
Dyffryn, North Basset, Sortridge and Bedf., Wheal Cliffland.
East Russell, North Rosear, South Bog, Wheal Cliffland.
East Prongoch, North Croft, Tamar Consols, Wheal Cliffland.
East Tamar, North Trevelyan, Tincroft, Wheal Cliffland.
Exmouth and Adams, No. British Austral, Trebance, Wheal Cliffland.
Fortuna, National Brazilian, Trelawny Consols, Wheal Cliffland.
Gram and St. Aubyn, North Hington, Trelawny, Wheal Cliffland.
Gorn, Oola, United Mexican, Wheal Cliffland.
Great Sortridge, Oola, West Basset, Wheal Cliffland.
Great Wheal Alfred, Oradid, West Caradon, Wheal Cliffland.
Great Wh. Baddern, Pontnewydd, West Damsel, Wheal Cliffland.

MR. T. P. THOMAS, MINING AUCTIONEER AND MINING

AGENT, 75, OLD BROAD STREET, LONDON.

(Established 13 Years.)

Dividend and established Mines bought and sold privately at the closest prices.

Mr. Thomas is a BUYER of 4 West Providence, 2 South Wheal Frances, 2 Rose-

warne, 1 Wheal Buller, 2 West Seton, 50 Gilmar, 100 East Frongoch, 50 Exmouth

and Adams, 20 Darren, and 2 Wheal Cliffland Shares.

And is a SELLER of 4 Copper Hill, 2 Wheal Basset, 1 United Mines, 1 Wh. Lavel,

5 Great Wheal Fortune, 1 Condurrow, and 500 Tassan Lead Shares.

VALUABLE MINING PROPERTY, IN THE COUNTY OF CORK, KNOWN AS

THE SOUTH CORK COPPER MINES, WITH THE MACHINERY, MAT-

RIALS, COPPER ORE, SETTS, &c.

MR. T. P. THOMAS is favoured with instructions by the Committee

of Management to SELL, BY AUCTION, at Garraway's Coffee House,

Change-alley, Cornhill, London, on Wednesday, the 19th day of September, 1855,

at One o'clock precisely, in open lot, subject to such conditions of sale as will be then and

there produced and read, a valuable SETTS, MACHINERY, about 42 tons of copper

ore, and ready for shipment, and MATERIALS, forming the

whole of the property belonging to the owners of the SOUTH CORK COPPER

MINING COMPANY, and which are situated near Ballydehob, Barony of

West Carbery, County of Cork, Ireland, in the vicinity of Crookhaven, Carbery West,

Cooheen, Cuppagh, and other mines, and extends over a surface of nearly 200 acres,

held under lease for 31 years, from the 1st May, 1852, at 1-16th Royalty. The mine

is most favourably situated for working, being only one mile from a shipping port,

with good harbour. It has a good stream of water, which will render steam machinery

quite unnecessary for a considerable time.

May be viewed upon application to CAPT. TREWHETHA, on the mine, of whom particu-

lars may be obtained. Further particulars may also be had of Mr. W. R. TURNER,

solicitor, No. 1, Field-court, Gray's Inn; of the auctioneer, 75, Old Broad-street; and at Garraway's.

VALUABLE MINING SHARES FOR SALE, WITHOUT RESERVE,

FORFEITED FOR NON-PAYMENT OF CALLS.

275 (6000ths) Shares in South Bog Lead Mine, Salop. (Cornwall)

801 (6400ths) Shares in North Hington Consols Tin and Copper Mines, Calstock.

MR. T. P. THOMAS is instructed to SELL, BY PUBLIC AUCTION

(by order of the respective committees of management), at Garraway's Coffee

House, Change-alley, Cornhill, London, on Wednesday, the 19th day of Sept. inst.,

at One o'clock precisely, the above valuable MINING SHARES, forfeited for non-

payment of calls.—Catalogues and further particulars may be had of J. A. JOSEPH,

Esq., Winchester-buildings, Great Winchester-street; of the auctioneer, 75, Old

Broad-street; and at Garraway's.

200 (2000ths) Shares in the St. Day United Mines, Gwennap, Cornwall.

25 (12,000ths) Shares in the Ivybridge Lead Mine, Devon.

FOR SALE IN ORDER TO SETTLE AN ACCOUNT.

MR. T. P. THOMAS is favoured with instructions to SELL, BY

PUBLIC AUCTION, at Garraway's Coffee House, Change-alley, Cornhill,

London, on Wednesday, the 19th day of Sept. inst., at One o'clock, the above valuable

SHARES, which he can with safety recommend as safe speculations and above value.

Catalogues may be had at Garraway's, and at the auctioneer's office, 75, Old Broad-

street, London.

VALUABLE MINING PROPERTY IN THE COUNTY OF CORK, KNOWN AS

THE CROOKHAVEN MINE,

WITH THE NEW MACHINERY, MATERIALS, SETTS, &c.

MR. C. WARTON is directed by the Committee of Management to

SELL, BY AUCTION, at the Mart, London, on Wednesday, 17th October,

at Twelve o'clock, in One Lot, the valuable SETTS, MACHINERY, and MATERIALS

of the CROOKHAVEN MINE, in a favoured mining district, ten miles from Skull,

County of Cork, comprising a 36 in. cylinder PUMPING and CRUSHING ENGINE,

crushers, with fly-wheel; new shears and capstan; air machines; cistern; plant,

&c., of which an inventory will be produced.

May be viewed upon application to Mr. MOSK, pursuer, on the mine, of whom particu-

lars may be obtained. Particulars also at the Imperial Hotel, Cork; Macken's

Hotel, Dublin; the Golden Lion, Liverpool; of Messrs. GREGSON and SOX, solicitors,

8, Angel-court, Bank; of Mr. OGILVIE, secretary, at the Crookhaven Mining Offices,

1, Cushion-court, Old Broad-street; at the Auction Mart, and of Mr. C. WARTON,

1, Union-court, Old Broad-street (removed from Threadneedle-street).

VALUABLE MINING AND OTHER SHARES FOR SALE, BY

PUBLIC AUCTION, AT GARRAWAY'S, ON WEDNESDAY, 19th SEPTEMBER.

JOHN R. PIKE, in compliance with the urgent request of his friends,

will RESUME his SALES, as above; and trusts that his well-known character

and experience as a mining agent, long resident in the best mining district in Corn-

wall, will ensure that support which he has hitherto gratefully received.

JOHN R. PIKE, agreeably with the Rules of the Mining Exchange, of which he has

the honour to be a member, will restrict his auctions solely to shares that he has

absolutely for sale. During the interval, JOHN R. PIKE will be happy to negotiate

shares at the closest market prices; every information will be afforded by him.

South Sea Chambers, Threadneedle-street, Sept. 7, 1855.

MR. R. TREDINNICK, BRO

Meetings of Mining Companies.

DUSTON IRON ORE COMPANY.

An extraordinary general meeting of shareholders was held at the offices of the company, yesterday, for the purpose of declaring the office of director held by Messrs. J. C. Lucas and Thomas Lucas vacant, to reduce the number of directors, and on the general affairs of the company.—Mr. Biscoe in the chair.

Mr. NURSE (the secretary) read the notice convening the meeting, and the minutes of the last, which were confirmed.

Mr. ARCHBOLD moved, that the directors disqualified by the non-payment of calls be expelled from the list. The resolution was seconded, and carried unanimously. The Chairman said the next question was the reduction of the number of directors to five. A resolution was then proposed that the number of directors be reduced from seven to five, and carried unanimously.

A SHAREHOLDER wished to know the present position of the company. The Chairman said the board had endeavoured to carry out the duty entrusted to them, but they were not in a position until last night to draw up a report, and he was glad to inform them that the result had been most satisfactory. There might be great blame attached to the directors for not looking more closely after their servants; but if they were to be censured, it was for giving unlimited confidence to their late managing director. The board had a large stake in the undertaking, and had endeavoured to get the best result in their power. He (the Chairman) would now read the report that had been prepared.

The Chairman then read the following report:—
In pursuance of the resolution passed at a meeting, held on the 4th of July last, by which it was resolved that the chairman and two of the directors of this company should take such steps as might be deemed necessary, by inspection of the works, with a view to stopping the said works, or otherwise proceeding with the company, we attended at the works at Duston, on the 11th of the said month, accompanied by Mr. Thomas Woolley, Mr. Bryden, Mr. Hailley, and Mr. Archbald.

We first took a general survey of the whole of the company's property, and regret to say we found it in a very unsatisfactory state. We then went into minute enquiry on the subject of the ore, and brick-making; and from such enquiries, and inquiry from whom we were enabled to come to the conclusion that the great and unexcusable mismanagement had for a long period taken place, and that it was desirable immediate steps should be adopted to prevent further sacrifice of the funds of the company; and with that view, we gave directions that all works, except a few trifling matters, which the managing director informed us would not exceed in expense the sum of about £5, should be suspended until we had an opportunity of ascertaining, in the first place, whether the ore was such as had been represented; and, in the next place, whether the clay on the company's property was of an useful and profitable description. With respect to the clay, we had the evidence of several persons amongst them, that of Mr. Hailley, who is a gentleman of considerable ability, carrying on a large business of a builder at Wolverhampton—who all pronounced the clay to be of undoubted good quality, and that good bricks might be made therefrom, at a remunerative profit to the shareholders.

We then proceeded to examine the brick, tile kilns, shed, and the machinery, and to take verbal evidence thereon; and we regret to be obliged to report that, on the taking of such evidence of persons competent to give it, we found that the kilns were most extravagantly, expensively, and improperly built, and not fit for the purposes for which they were intended; that the building of such kilns had been under the superintendence of Mr. Lucas, the managing director. We also found that, although much valuable time and expense had been bestowed in the erection of the said brick and tile kilns, and also upon the shed, yet they were still unfinished; that, with regard to the shed, the day on which we attended upon the works being wet, the rain came in at various parts, particularly from the roof, which caused, and had previously caused, great and serious damage to immense quantities of bricks unburnt, and which rendered such unburnt bricks utterly useless, and the value paid for the labour in making them, which was considerable, entirely lost to the company. We were also informed, upon good authority, that many parts of the various buildings had been erected, pulled down, and again erected, at very great cost, under the direction of Mr. Lucas, who, we were also informed, had persisted in his course, although frequently warned by others, and in particular by Mr. Nicholls, that he was pursuing an entirely wrong course, to all of which warnings he paid no attention whatever. It should be mentioned that Mr. Nicholls is by trade a builder, and has been so, more or less, all his lifetime; that upon the occasion of erecting the chimney of the shed, which is very high and heavy, Mr. Nicholls was giving directions as to the foundation, and the depth thereof, when Mr. Lucas interfered, and insisted that the foundation should not be so deep, and that there was no necessity for being so deep, and that he would permit it to be of the depth ordered by Mr. Nicholls; that Mr. Lucas's instructions being imperative, the foundation was made according to his directions, the consequence of which was that, after the chimney had been erected upon such foundation, it was giving way, and was obliged to be reconstructed, at additional labour and expense to the company.

That as to the machinery called Clayton's machine, which had been contracted for by Mr. Lucas, we were informed it could not be worked with utility; that it had been repaired upon several occasions, to such an extent that, in point of fact, it ought to be called by some other name than Clayton's machine, as not being so deep, and that machine by that name was left, and that, in fact, it was worthless. For this said machinery, however, Messrs. Clayton have made a demand upon the company of several hundred pounds.

That we were informed, but for the trials unsuccessfully made by this machinery, bricks of a very fine character could have been made by hand in hundreds of thousands, and a ready sale obtained for them; and we were further informed that, in consequence of the misrepresentations made with reference to the said machinery, and from its inefficiency, a contract for one million of bricks, which had been entered into with the agent, on behalf of Mr. Brusey, the eminent contractor, was entirely lost to the company; that many of the said bricks had been made from the said machine, but were so badly made, that they were unfit for use; and that the said agent of Mr. Brusey declined to take any of them. It need not be said that the loss to the company in this respect has been very considerable, the more especially as we were informed that the said agent expressed himself so well pleased with the quality of the clay, that he stated he would not only contract for a million, but he would take millions of bricks from the company, if they were properly made. That many attempts had been made to make bricks by the said machine, but which had proved an entire failure.

We have also been informed that the clay on the property of the company is in considerable quantities, almost inexhaustible, and from its quality fit for any purposes of earthenware; and that such is now the demand for bricks, and more especially in the neighbourhood of Northampton, that contracts would be willingly entered into by parties for their purchase from the company to a very considerable amount; and, from the evidence we have obtained, bricks could be made by hand, and after deducting every expense in the manufacture a profit would be realised of 30 per cent. It may be readily imagined, therefore, from these circumstances, what the company has lost in this respect, and how much the mismanagement of the company has cost the so-called managing director as above; it appears the directors placed too much confidence, the which they deeply lament.

With reference to the iron ore, or stone, on the company's property, we have taken the greatest pains in our power to arrive at a correct estimate of its value; we have consulted persons of eminence and experience, and have persevered with a determination to have the ore not assayed, but properly tested by the usual and ordinary working operations adopted in such cases; when we say properly tested, we mean in all its stages, so that no doubt should exist as to its true qualities. And we were determined to have just, honest, impartial, and undoubted results, and whether such results should turn out to be good, bad, or indifferent, but our brother shareholders into possession of the earliest possible information, with a view to the saving of every possible expense and further unnecessary delay, of which, it is needless to say, there has already been too much on the part of those whose duty it was to save the shareholders from every loss. We are happy to say that our labours under this head have been attended with very great and unexpected success, as we are free to confess after what had taken place, and the various reports made with respect to the quality of the ore, we thought we should have a difficult task to perform; we are glad to report, however, that our doubts have been removed, and that after various trials of the stone, both in the cupola and blast-furnace, it has proved so far to be of great value. It is necessary, however, to go somewhat further than mere statement, and afford proof of its value, for which purpose we report that, having obtained an introduction to Messrs. Hinde and Co., of the Langley Iron-Works, near Wellington, Shropshire, one of those gentlemen promised, after an explanation had been given to him, at his own expense to attend on the property to inspect the ore as it stood, preferring that course to having mere samples of it forwarded to him; and accordingly, early in last month, proceeded, in company with Mr. Archbald, to the company's works at Duston. He there inspected the mines and the ore, and gave his opinion upon its quality. Some he pronounced inferior; but another portion pointed out to him he at once pronounced, in his opinion, to be good iron ore, and capable of being worked to advantage. It should here be mentioned that none of this last-mentioned ore, which is said to be inexhaustible, had ever been sent away by the managing director to those from whom orders had been obtained; but the inferior ore, pronounced in the opinion of Mr. Hinde not to be worth removing, had been forwarded to those persons who had honoured the company with their orders, and who, not being able to work it on account of its inferior quality, had either returned it or refused to have any more of it. Why the managing director took upon himself to forward ore which was in fact worthless, we cannot well imagine, the more especially when there was an inexhaustible mine of good or superior quality. It may be mentioned that the ore pronounced to be of good quality was quite away from that selected by Mr. Lucas, and formed a distinct mine of itself.

After Mr. Hinde had so pronounced upon the ore, he promised, if a certain quantity of it was sent to him, some in the raw state, and some calcined, to have it properly smelted and tested, so as to leave no doubt of its true quality and value, at his own expense, provided that he should have the iron produced therefrom for, and as a remuneration for, the trouble and risk he would incur in causing it to be so tested; and it was arranged that he should have, in the whole, 400 tons, part in the raw state and part calcined, and which quantity was forwarded to his works. This arrangement being communicated to us, it was agreed that the Chairman of the company, with Mr. Archbald, should go to the works of Messrs. Hinde, in Shropshire, for the purpose of satisfying themselves upon various particulars which it was thought would be beneficial to the interest of the shareholders; and accordingly they, on Aug. 21st, last, attended at the works of the said Messrs. Hinde, and were shown over various other works in the neighbourhood, and satisfied themselves, in all respects, that the conduct of the managing director was such as to justify an opinion that he ought not to be any longer in the confidence of the company. Messrs. Hinde had caused to be smelted a small portion of the ore of this company, unmixt with any other, in a cupola furnace, and the result was a pig of very excellent quality, a portion of which was brought up from their works by the Chairman, and which is now in the room for your inspection.

Since the time the Chairman and Mr. Archbald were at Messrs. Hinde's works, the latter have lost no time in proceeding with the smelting of the ore in the blast-furnaces, and the results of their operations from time to time have been communicated by them to the Chairman, and we cannot do better than read, for the information of the shareholders, those communications. From these results, we think we are justified in stating that the property of the company is a valuable one, and that by future judicious management, and having regard to economy, and what has already been expended upon the property, a very remunerative, if not great, profit will result to the shareholders; and considering all the circumstances connected with the mismanagement on the part of Mr. Lucas, coupled with his other conduct, we saw sufficient grounds to recommend to the board of directors the expediency of his immediate removal from office, and which recommendation has since been carried into effect. We fear we have gone too much into detail, and thereby become somewhat tedious, from the length of our report; but being desirous that you should be ac-

quainted with all the facts of which we were in possession, we trust that that circumstance will be a sufficient apology.

Since the above was written, Mr. Blagood has received by express from Messrs. Hinde a small parcel of specimens of manufactured iron, together with a bar of iron, entirely from our own ironstone—that is to say, unmixt with any other ore; and which are also in the room for your inspection.

The following letters were then read:—

Sept. 3.—I have do'erred writing to you several posts, hoping to send a definite and favourable report. After you left, we determined to go to the expense of altering the cupola, which was put in hand and done immediately. We have made repeated trials, but unsuccessfully, and we have not yet obtained more than 30 per cent. of good iron from the stone. The time has not been sufficient to allow us to use any but the stone we received ready calcined, and this is so badly and irregularly done, that we have determined to give it only one more trial, as it is not giving the ore a fair chance until we can work up that which we received raw, and which is now in process of calcination. What the excess of iron beyond the 30 per cent. is we cannot say, but are inclined to think it considerable, as it was in each case accompanied with a black clinker, a sure indication that the iron was not thoroughly extracted. The same fault in calcining has prevented our progressing in the blast-furnace so much as we wished, but beginning with 1-16th, we have gradually increased the proportion to 5 measures out of 15, or 1-3rd, and without detriment to the working of the furnace so far. We are increasing the proportion as rapidly as we consider safe, and each day's working will now indicate more accurately the results. A very careful account of the quantities and working of the furnace is being taken, but I very much fear we cannot possibly give a positive report so soon as the 7th instant, but I will write to you on the 6th, with the result up to that night.—THOMAS C. HINDS.

Sept. 4.—I have been very anxious to get you our report in time for your meeting, but it will be next to impossible to furnish you with a reliable result by sending the trials piece-meal, instead of the total, as there are many little matters to take into consideration which may influence each particular trial, though the average will be correct. With this preliminary caution, I may say that the result in the blast-furnace up to last night were, that the calcined stone afforded 4666 per cent. of iron, and allowing 33 per cent. for loss in calcining (I am afraid it will be more, but we have not tested this yet, as I informed you last night), it would give 31 per cent. of iron in the raw stone. Should the loss in calcining have been more than one-third, of course it places the raw stone in a still more disadvantageous light; as you must bear in mind, that in the calcining process the loss is caused by the stone giving off water and various gases, and none of the iron is separated. The quality of the iron yesterday, but is not so good. It will be for melting purposes, where much strength is not required, but is too weak and brittle for making bar-iron.—THOMAS C. HINDS.

Sept. 6.—We yesterday tried a portion of the pig-iron made exclusively from Northampton stone (in the cupola), and the bars made from it are a moderately good sample of ordinary merchant bars, the quality being better than the common Welsh bars, but not so good as the Staffordshire. We, however, do not expect to get best iron from only one mixture of pigs, and that not of the most suitable No., as the pigs were rather inclining to be white iron (they should have been all or part grey). I need not tell you, of course, that in altering furnaces, hindering the works, &c., these trials are accompanied with very considerable expense, and we shall, therefore, not make any further trials in the cupola, unless it is your wish. We are still working one-third Northampton in the furnace, with the same result as the one-third, but we cannot, therefore, give you the facts, from which, of course, you can judge for yourselves: our opinion is, that the stone has turned out as well as could be reasonably expected, it being well known that it is not equal to our Staffordshire or Shropshire ironstones. The quantity sent raw will be a month or so before it is calcined, meanwhile, we will advise you of the working of the remainder of the calcined in proper course.—THOMAS C. HINDS.

The Chairman said, if they could not get 17 per ton for the iron, they might get 5s. 6d., which would yield 100 per cent. profit.—Several specimens of the iron were exhibited, and examined with much interest by the shareholders in attendance.

Mr. DIXEY was of opinion that the iron was worth 9s. 10s. per ton; and the price of the Staffordshire iron was 10s. per ton at the present time, and the report was far more favourable than he expected.—The report was then adopted, with one dissentient. The proceedings terminated with a vote of thanks to the Chairman.

GREY MARE IRON AND LEAD MINING COMPANY.

The bi-monthly meeting of adventurers was held at the company's offices, 38, Cannon-street, City, on Friday, Aug. 31, the shareholders present representing 15,031 shares, exclusive of proxies. Mr. R. BOYLE in the chair.

The SECRETARY read the notice convening the meeting, also the minutes of the meetings of June 16 and July 9, which were confirmed.

The directors' report was then read, which was to the effect that there were liabilities against the mine of about £400, which it was necessary to pay off in order to carry on the works efficiently and profitably. They left it to the sense of the meeting to decide whether funds should be raised by a call to pay off the liabilities, and prosecute the works with vigour, or whether the mine should be sold.

The proposition contained in the notice convening the meeting was discussed, and the majority of shareholders present being of opinion that the company had a good mine, and that every prospect existed of its paying a large dividend on the outlay, expressed their desire that it should not be sold, but that funds should be raised to pay off the liabilities, and to prosecute the operations at the mine. The question of the legality of making a call until all shares had paid up to 2s. 6d. per share (some 4300 having as yet paid only 1s. 9d. per share, they having been allotted at that price, in accordance with a resolution passed at a special general meeting held on the 9th July last), was then discussed, and all shareholders who had taken up their shares upon the terms of that resolution having agreed to pay the extra 9d. on each share so allotted, such 9d. per share to be considered as a loan to the company, it was unanimously resolved, "That the resolution of the 9th July last, for the disposing of the unallotted shares, at 1s. 9d. each, and of the company's option to redeem them within twelve months, at 2s. 6d. each, be and is hereby rescinded.—That the 4300 shares referred to above be now re-allotted to the parties holding the same at 2s. 6d. each.—That the company do guarantee the repayment of 1017. 5s. (with interest at the rate of 5 per cent. per annum, that being the amount of money advanced by them to the company, upon the terms as mentioned above), out of the first profits of the company; but if no profits be realised on or before the 1st January, 1857, then out of the proceeds from the sale of the ore.—That a call of 3d. per share be now made on all shares payable on or before the 14th September next.—That the committee and auditors for the ensuing two months having been elected, the meeting terminated.

GREAT SORTRIDGE CONSOLS MINING COMPANY.

A general meeting of shareholders was held at the offices of the company, New Broad-street, on Monday, Mr. JOSHUA H. HITCHINS in the chair.

The SECRETARY read the notice convening the meeting, and the minutes of the last, which were confirmed.

The following reports, of Capt. Metherell and the committee, were next read:—

Sept. 1.—I beg to hand you my reports for the meeting on Monday, the 3d instant. Hitchins's engine-shaft is now down 19 fms. 3 ft. under the adit, making altogether from surface 25 fms. 3 ft., and the bottom of the shaft is now in that magnificent stratum, second to none in this district, calculated to produce a great amount of copper ore. I should now certainly recommend you to drive at this point, and see the lode south, which has already been seen at surface, and no doubt it will be very satisfactory. I should also recommend you to drive north, and lay open that lode which has passed through the 6 ft. for the present bottom, and from the last appearance when seen at the shaft, I have no doubt will lay open some ore ground. The engine-shaft has been set to work; also, a drawing-machine erected, both working admirably.—THOS. METHERELL.

COMMITTEES' REPORT.

Your committee have much pleasure in submitting the report of their agent at the mine to you, and the accounts up to the end of July last. The progress of the mine is as satisfactory as the most sanguine can desire, and your committee entertain no doubt that at a very early period the undertaking will assume a very prominent position amongst successful mines. Many mining agents have from time to time viewed this property, and there is only one opinion expressed by all of them as to its high favourable character and appearance. Your committee coincide with the suggestion of their agent, Capt. Thos. Metherell, that the lode, both north and south, should be driven into from the shaft at the present depth. Many important discoveries have been made in the neighbourhood of this mine, sufficient to warrant the conclusion that there is no place offering such inducement for the outlay of capital as the district in which this property is situated. Your committee believe you have only to wait a little longer to see this mine, in particular, proving the correctness of this conclusion. It will be necessary to make a call of 1s., to provide for the next three months' working.

The accounts were submitted, of which the following is an abstract:—

Statement of accounts to July 31.	
Dr.—Calls received	£1500 0 0
Cr.—Balance from last account—paid	£111 5 4
Mine cost, Jan. to July	369 19 6
Merchants' bills, &c.	422 16 4
Due on calls	51 3 0 = £1155 4 2
Balance in favour of adventurers	£ 344 15 10

The accounts of assets and liabilities showed balance against adventurers, 787. 8s. 7d. The Chairman said they had heard the captain's report, of the committee and statement of accounts, which he hoped met with their approval, and he would be glad if the shareholders would suggest some way of dealing with the matters mentioned in the report. He would conclude by moving that the reports and accounts be received, adopted, and printed for circulation amongst the shareholders. The resolution was seconded, and carried unanimously.

The Chairman said the question was the amount of call to be made. They could not work the mine without money; at the same time, he must observe it was not a very expensive one.

Mr. NICHOLL wished to know what amount of call would be sufficient?

Mr. WEBB (the secretary) thought a 1s. call would be sufficient for the present, although he did not mean to say it would do for the next three months.

A SHAREHOLDER observed, as a rule, it was a bad plan to make the call too small, but the state of the mine was so very encouraging that circumstances might arise rendering it necessary to call another meeting, so that, perhaps, it might be desirable not to make a heavier call at present. He wished to know what a 1s. call would produce?—Mr. WEBB replied, 500l.

Mr. POWELL observed that the arrears on the last call were only 517. 3s., and he understood that the whole of that amount was likely to be paid.

Mr. WEBB said there was no doubt of it; and considered it a mere mistake that they were not already paid.—A resolution, making a call of 1s. per share, was then moved, seconded, and carried unanimously.

Capt. METHERELL, in answer to a question by a shareholder, said they expected to cut the lode in a fortnight or three weeks, and were in very easy ground for sinking the shaft.

Mr. POWELL proposed a vote of thanks to the Chairman and committee, for the able manner in which they conducted the affairs of the company.

The Chairman returned thanks on behalf of the committee and himself, and observed that the nature of the ground in the neighbourhood was so satisfactory that the western part, adjoining the Great Sortridge sett, had been taken up by a private company, who were working it with great spirit, and on opening in one or two places had found very good stones of ore.—The proceedings then terminated.

WILDBERG GREAT CONSOLIDATED MINING COMPANY.

The second annual general meeting of shareholders was held at the Hotel Dick, at Cologne, on Friday, the 31st August.

Mr. ROBERT CARTER, President, in the chair.

The following report from the council of administration was read:—

The council of administration stated in their last report that they expected they should be enabled to distribute a dividend among the proprietors at the close of 1854, and they consider it to be their first duty to explain the causes which have prevented the accomplishment of that object, and which have occasioned great disappointment to the council, as well as the proprietors at large.

At that period the ores in stock were estimated at the value of 6000l., and the quantity was being daily augmented by the raisings, which were going on satisfactorily; and the council had directed the smelting of the ore to be proceeded with at the old smelting-works, with the expectation that a sufficient sum to pay a moderate dividend would be realised in money within five or six months. After a short trial the engineer-in-chief, who remained at the works to superintend the smelting operations, reported that, in consequence of the faulty nature of the old works, about 40 per cent. of the produce was lost up the chimney, and that the progress of the erection of the new smelting-works, which had been previously ordered by the council, was impeded by the smelting at the old works.

Under these circumstances, painful as it was to the council to postpone indefinitely the declaration of a dividend, to which they had in a measure pledged themselves to the proprietors, they did not hesitate to adopt that course which was evidently most advantageous to the permanent interests of their shareholders, and they immediately ordered the smelting operations to be suspended. The new smelting-works, which were expected to be finished by the end of last year, are not yet quite ready for active operations. The causes of this delay are detailed in the engineer's report, which is submitted, and to which the council refer.

Mr. Charles Hoppe, who has for more than 12 months assiduously fulfilled the joint duties of representative of the council before the Bergamt, general superintendent at the mines, and cashier and accountant, having resigned his appointment on account of ill health, only remains in the company's service until the necessary arrangements can be made to relieve him.

Mr. Arthur Dean, the chief engineer, from an anxious desire to watch more closely over the operations at the mines, and to hasten the period at which the proprietors may reap the fruits of the improved plans which he has introduced, has agreed to reside in Germany, and to devote the principal portion of his time to our service, undertaking the duties of representative and superintendent, in addition to those of engineer, and the council intend to appoint another gentleman to the office of cashier and accountant. Owing to the liberality of the terms proposed by Mr. Dean himself, this alteration will not occasion any present increase of expenditure, and the council trust that it will be attended with great advantage to the interests of the company.

The council have personally visited the mines during the present week, and had the pleasure of meeting several shareholders, largely interested in the company. They inspected the new works, and were much gratified at their judicious arrangement, by which works of such magnitude and importance have been brought within the smallest possible compass, and so as to enable the operations at the mines to be carried on with economy of time and labour. The extent and value of these works have, in some degree, reconciled the council to the delay which has occurred, as although the anticipated returns for the shareholders' outlay have been thereby postponed, their ultimate realisation has been made more secure and permanent.

The auditors attended at the mines last week, and audited the books and accounts of the company down to the 30th June last. Their reports, stating "that the books and vouchers were found correct, in a very satisfactory state, and reflecting great credit on the parties concerned," lie upon the table, and will be read at this meeting. In accordance with the statutes of the company, it will be the duty of the meeting to assign a sum to those gentlemen as a remuneration for their services, and to elect two auditors for the ensuing year, the outgoing auditors being eligible re-election.

The council regret that the legal proceedings, alluded to in their last report as then pending at Cologne, have not yet been brought to a conclusion, but the decisions, so far as they have been published, have satisfied the council that they were fully justified in resisting the delivery of the shares in question. As the shareholders may reasonably expect some details on this subject, the council proceed to submit such part of them as can properly be alluded to in the present position of the proceedings. It was discovered that Count Kantowicz, one of the five persons who had agreed to purchase the mines, and to re-sell them to the company, and, without the knowledge of his colleagues, stipulated with the original proprietors of the mines that a large portion of the shares which are now in dispute should be handed over to him for his individual benefit, to the injury of his partners, and through them of the company.

The other four parties immediately repudiated the act of Count Kantowicz, and assigned over to the company all the interest they might legally have in the intended surreptitious gain of their partner; and the main question in litigation is whether the shares shall be handed over to Count Kantowicz for his separate advantage, or be delivered up to the company, to be cancelled. Several decisions on different points of the case have been delivered by the Court of First Instance at Cologne, and the proceedings are threatened with delay, and all those which have come on for hearing in the Court of Appeal have been reversed, with costs, and the remainder are still waiting the decision of that Court.

As Count Kantowicz's share of the profit arising to the first purchasers on the re-sale of the mines to the company had not been paid over to him, but remained in the hands of his partners, the council were advised to give notice to those gentlemen not to part with the same, and certain proceedings in the Court of Chancery of England have resulted therefrom. A judgment has been given by Vice-Chancellor Sir W. P. Wood in these suits, in which the acts of Count Kantowicz were characterised as fraudulent, and the prayers of the company's bill was granted, with costs. Further proceedings are threatened in England, but are at present suspended. The council, knowing that their claims on behalf of the company are founded on justice, have no apprehension but that the ultimate decisions, both in Prussia and England, will be in favour of the company.

It will be seen by the subjoined accounts that the working expenses to the 30th June last, including all outstanding liabilities, have exceeded the receipts by the sum of 5146l. 18s. 3d., against which the estimated value of ore at grass at this date amounts to 14,397l. 8s. This debt on the working account is owing to the use of the smelting-works having been discontinued since October last, and it must be provided for out of the first produce of the new smelting-works, which are expected to be in full operation early in October next.

Capital Profit and Loss Account (Passive), to June 30, 1855.

Dr.—Purchase of mine and works, including shares to the value of	£125,000 0 0
21,450l. not yet delivered up	125,000 0 0
Sundry items, as detailed in last report	1,116 1 11
Ditto as per cash account, to June 30, 1855	10,504 4 11
New labour cost, and merchants' bills	777 8 11 = £140,387 15 3
New smelting-works, as per cash account, to June 30, 1855	975 8 9
June labour cost, and merchants' bills	114 9 1 = 1,067 17 10
Sundry loans	180 0 0
Balance	2,334 6 11
Total	£144,000 0 0

Cr.—Amount of capital, in 75,000 shares of 2l. each	£150,000 0 0
Less unissued shares	10,000 0 0
Received prior to June 30, 1854	£19,650 0 0
Received since	150 0 0 = £140,000 0 0
Capital advanced on account of 5000 reserved shares	4,000 0 0
Total	£144,000 0 0

LIABILITIES.

Further loan to Burgomaster of Eckenhausen for new road, 2000 thalers	£300 0 0
Sundry contractors and merchants	231 13 11 = £534 13 11
*Liabilities incurred prior to June 30, 1854, for exploratory works and materials, from June 16 to Dec. 31, 1855, claimed by the vendors, and not settled at this date	430 12 2
[* This claim has since been settled.]	

Balance on 5000 unissued shares	£2000 0 0
Sundry loans, repayable as above	180 0 0
Further loan to Burgomaster of Eckenhausen	300 0 0
Value of houses and lands at the mines	£2540 0 0
Ditto of plant at the mines, including engine, crushers, stamps, horses, &c.	4162 10 0 = 7912 10 0
Ditto of furniture & utensils at Lechen House & barracks	210 0 0 = 7912 10 0

Working Profit and Loss Account (Active), for the year ending June 30, 1855.

Dr.—Balance from last account	£5587 8 9
Sundries, as per cash account	325 0 8 = 3912 9 5
June labour cost and merchants' bills	102 18 8
Smelting cost, as per cash account	61 13 5 = 196 10 0
June labour cost and merchants' bills	61 13 5 = 196 10 0
Deposit for legal costs, &c.	
Total	£4570 5 4

Ca.—Nett proceeds of silver sold	£ 137 14 8
Nett proceeds of lead sold	1375 13 4
Nett proceeds of copper sold	120 0 4
Sundry interests	167 7 3
Incidental receipts	3 2 7 = £1804 0 5
Balance	2766 4 11
Total	£4570 5 4

LIABILITIES.

Debit balance of working account	£2766 4 11
The council's travelling expenses to Cologne, in Aug., 1854	60 0 0
The council's attendance fees for one year, due Dec. 13, 1854, not yet paid	325 0 0
Rent of offices in London, 1½ year, to date	180 0 0
Sundries	194 15 0 = £3725 19 11
*Liabilities outstanding prior to June 30, 1854; but claimed by the vendors from June 16 to Dec. 31, 1855	1420 18 4
Total	£5146 18 3
[* This liability has since been settled.]	

Estimated value of ores, &c., at grass and in hand at this date	£14,397 8 0
Office furniture in London, say	76 0 0

REPORT OF THE ENGINEER, MR. ARTHUR DEAN.

At your last annual general meeting I had the honour of laying before you my report upon the general state and position of the mines at that date, together with a programme of intended operations, which had previously been sanctioned by the Government mining authorities. In the period which has since elapsed every effort has been made to carry out the proposed works, and to place the company's property in a commanding position which is with most assured success as soon as the means of extracting the ore are fully completed, and upon a large scale, are realised. Notwithstanding the difficulties opposed by a most inclement and

all the principal mine surface works, the machinery, and smelting-works, will be in a state of full activity and operation, after which the large returns will display the extraordinary merits of the Wildberg Mines in the most intelligible manner.

It will be the object of my present report to lay before you a succinct sketch of the results obtained during the past year, and such other matters as will tend to elucidate the actual position and condition of your property. I may premise my observations by stating that the highest of the royal Burgundian authorities have at all times, and upon all occasions, exhibited the utmost consideration for the company's interests, and to the full extent of their power have assisted the company's officers in carrying on the business of the mines, and it is with much satisfaction that I add, have given their cordial approbation to the system of working which we have adopted.

WORKS FOR FACILITATING THE RAISING OF ORE ABOVE THE OLD BOTTOMS.—Careful investigations have established the fact of the existence of vast quantities of ore ground above the level of the present deepest workings, but of which by far the greatest portion requires the aid of proper reducing machinery, and of any means of access, to become profitably available, one of the first considerations in relation to a return to the proprietors for their capital outlay (during the execution of the works intended to lay open the new ore ground below the old workings) was to provide facilities for raising the said ore to the surface in the most economical manner. When the company took possession of the mines, at the East Mine one shaft only was open, and was only available for a limited portion of the ore ground. To provide additional means, Michael's shaft has been re-mined and repaired to the depth of 32 fathoms, the engine-shaft (Carter's shaft) has been sunk 40 fms. from the surface down to the old level, the Neuer Dorn shaft has been cleared and re-opened to the depth of 34 fms., and horse-whims have been erected at each of those shafts. The clearing and enlarging of the old levels in connection with the before-mentioned shafts has been a work of much labour, but in the course of a few weeks the means of readily getting the ore to the surface will be completed. A powerful steam-engine, capable of draining the East Mine to the depth of 450 fathoms, has been erected at Carter's shaft, and will also raise the water for giving motion to the crushing machinery, and for washing the ores. Large reservoirs for the storing of water for dressing purposes have been made, and in future an ample supply of that most necessary element will be secured during even the driest periods of the year. A powerful water-wheel, with crushing and stamping machinery attached, was purchased in England upon very advantageous terms, and will shortly be in operation at the East Mine. It is so situated that the ores raised at the various shafts will be conveyed to the crushing machinery with the least possible amount of labour, and I confidently anticipate that the economy of converting the ores for smelting purposes will not be surpassed at any mine in Germany; and I doubt not, that eventually the so-called poor ores, which were entirely neglected by the old miners, may be made to pay the whole working costs.

WORKS FOR OPENING THE LODES BELOW THE OLD WORKINGS.—At the West Mine, which is drained by the deep adit, only a comparatively small amount of ore ground was left by the late proprietors above the deep adit level, but most important discoveries have been made by sinking beneath the adit level. The Blumengang, one of the most important lodes in the mine, is reached by a short cross-cut from the deep adit. A sink has been carried down to the depth of 10 fathoms beneath the adit level in a magistral course of silver-lead ore; the leader part in the bottom of the sink still continues rich, and is worth 9 to 10 tons per fathom, and efficient pumping machinery has been placed in the sink, and the drainage is effected with much ease. About 80 fms. further east, Beck's lode was reached by a long cross-cut from the new deep adit (Friedrich Schmidt's shaft). A driving has been made east upon Beck's lode to the extent of 26 fms., and throughout that distance the lode is rich. The whole length of the ore ground has not yet been passed through. A sink is now making in Beck's lode, upon a course of silver-lead ore, worth 9 tons per fathom. In the bottom, this fine course of ore appears to improve as it descends. The discovery of Beck's lode in the deep adit level, and the particulars given in an old report, dated 1745, upon the workings at and beneath the old or shallow adit level; and it is worthy of remark that the description given of this shaft of ore, more than 100 years ago, is corroborated in a most remarkable manner by the new works executed by the present company; and as other apparently equally trustworthy ancient records describe other shafts of ore in advance of the driving upon Beck's lode as being from 3 ft. to 15 ft. wide, it is a fair assumption that as the driving proceeds eastward some extraordinary deposits of ore will be met with; indeed, the old workings show that a few months ago the level of the lode was at least 10 fms. below the present continuous run of ore ground existed above the old deep adit (Erbsenloft) in each of the six lodes wrought; these shafts will undoubtedly hold down, and will be laid open to 16 fathoms deeper than the old bottoms as Beck's driving proceeds eastwards. It being of the utmost importance to lay open this fine run of ore ground as speedily as possible, it was determined to sink the Carter shaft and Michael's shaft to the level of the new deep adit, and then to drive east and west from them, so as to penetrate the extension of Beck's driving spontaneously at five points. The Carter shaft is now sunk 5 fms. beneath the old adit level, and the sinking is proceeding so rapidly that in the course of a few months it will reach the level of the new deep adit, and a cross-cut from it will lay open the main lodes at their richest points. The deepening of Michael's shaft will be proceeded with immediately. A very large amount of work has been executed in clearing and properly timbering the old levels, so as to make them available for getting away the great quantity of ore ground left by the former workers. In the prosecution of these works several fine shoots of ore have been cut, which have yielded, and continue to yield, large quantities of ore. The pump-work for the Carter and Michael's shafts is prepared, and will be fixed in place in the course of the ensuing month.

LABOUR, ROADS, CARRIAGES, &c.—The supply of labour both for surface and underground operations has been exceedingly fluctuating and uncertain. In the first instance, no sufficient accommodation existed at Wildberg for the lodging of the large number of workpeople employed by the company. The numerous mines brought into operation within the last two years, the demand for miners of all kinds in the Rhine coal field, and the execution of various railways in the Rhine provinces, have all exerted a powerful influence in limiting the supply of labour to the Wildberg Mines. To counteract those influences, and to obtain a settled mining population at Wildberg, the council authorised me to erect additional buildings to accommodate upwards of 180 men; those buildings are finished. Arrangements have been made to board and lodge the men at very reasonable rates, and the company now begins to reap the reward for the outlay incurred. Many of the best miners of the district have settled at Wildberg, and their numbers are daily augmenting. The English system of contract for all descriptions of work is now in operation, and works well. About 300 men of all denominations are now employed by the company, of whom 69 are miners, and of these 30 are engaged in breaking ore. Had a sufficient number of miners been obtainable at an earlier period, the returns of ore would have been greatly increased, as many rich ore places have been idle from the want of hands to work them. Until the spring of the present year the transport of heavy goods to the mines was exceedingly difficult; now, an excellent road connects Wildberg with the Cologne Road. To obtain this benefit, the company have been obliged to construct 12 miles of road, and to assist the formation of the new post-road by a contribution of 3000 thalers, and a loan of 3000 thalers, repayable by equal annual instalments in six years.

SMELTING DEPARTMENT.—The dearth of carriage for materials, fuel, &c., has been the cause of considerable delay in the execution of the works. So much has the demand exceeded the supply, that the company has been obliged to purchase eight horses for the use of the smelting department, and arrangements have been made for which any considerable delay will in future be avoided. Contemporaneously with the execution of the works intended to facilitate the development of the mines, it has been necessary to consider the question of smelting the company's ores.

At the last annual meeting of the company, it was stated that the loss upon smelting the lead ores by the old German system amounted to 25 per cent. of the metallic contents of the ores. A further trial upon 40 tons, made immediately after the meeting, established the fact that the loss was upwards of 40 per cent. To have continued smelting under such disadvantageous circumstances would have been highly inexpedient. Upon my recommendation, the council determined to stop all further smelting until a better system was adopted. Preparations for the erection of new furnaces and of a new smelting system were immediately commenced, but the early setting in of the winter put an end to all the masonry work, which could only be resumed in April last. Inclement weather, and the difficulty of collecting the large mass of materials required, have greatly impeded the progress of the works. Nevertheless, extensive buildings have been constructed, furnaces upon improved principles erected, and a preliminary trial has been made, by which the loss of metal in smelting has been reduced to 11 per cent. Other improvements have been introduced, which, it is hoped, will still further diminish the loss, and by the end of October the whole establishment will be completed, and I anticipate that in future the ores will be smelted as economically as in any other smelting works in Europe. On Oct. 10 the making of lead was resumed. Until the smelting-works are in operation the large stock of ores now upon the surface cannot be converted into money. The old stamping-machinery has fallen into a ruinous state, and for some months past the ores which would have been stamped have been put into stock, until the powerful new crushing and stamping-mill is brought into operation at the East Mine. Another stamping-mill is about to be erected at the West Mine. When both those mills are in operation the old one will be abandoned, and in lieu of transporting the stamps' stuff to a distance of two miles to be stamped and washed, those processes will be performed within 200 yards of all the principal shafts, whereby a very large saving will be effected.

The following statement will exhibit the quantity of ore at surface, and estimated value on Aug. 30—July 1, 1854, to June 30, 1855:

	Lead ore.	Copper ore.
Ores dressed	centners 9280	377
Ores picked for stamping 25,845 centners, and rough	5084	150
Ore at surface, estimated to produce	14,364	527
July and August, 1855—		
Dressed ore	1800	18
Ore picked for stamping 15,000 centners, and other	1500	—
Dressed ore estimated to contain	2389	1441
Dressed ore in stock June 30, 1854	20,062	1066
Deduct smelted since June 30, 1854	800	—
Ore at surface Aug. 30, 1855	centners 19,262	1066
Estimated value of ore at surface August 30, 1855.		
10,262 centners of silver-lead ore, at 5½ thalers	105,941	
Remains of ore for smelting, valued at	300	
1986 centners of copper ore, and 90½ centners of copper regulus, at	5075	
estimated to contain 145 centners fine copper, at 35 thalers	5075	
Total	Thalers 111,816	
Deduct smelting and other charges	16,000	
Net value of ore at surface Aug. 30, 1855	95,816	
(Equal to 14,397½ lbs.)		

I have the pleasure of stating that, notwithstanding a rise of 50 per cent. in the prices of labour and materials, and the erection of heavy works, such as roads, lodgings for the miners, and other matters not originally contemplated, the mine and smelting-works will be established in solid working order within the limit of my original estimate. If the shareholders have been disappointed by delay in the receipt of dividends, the fault is not to be attributed to the mines, but to the extraneous circumstances which have retarded the completion of the means necessary to the development of their resources. Longer experience, and a more intimate knowledge of the details of the lodes, have only tended to confirm me in the opinion I have often before expressed, that the Wildberg Mines, when properly developed, will not be second to any lead mines in Europe.

"GOLD-MAKING" IN THE GOLD COUNTRY.—MORE SPURIOUS NUGGETS.

—We learn that a person called at the shop of Mr. C. Marks, gold broker, Bourke-street, Melbourne, and sold him what to all appearances was a magnificent nugget of gold. It weighed 17 ozs., and was purchased for £22. The man paid, and the pretended gold-finder went his way rejoicing. It has been since cut in two, and has turned out to be a fine lump of lead, with some sort of composition coating, which rendered it impossible to detect, without cutting into the nugget.

GENERAL ANNUITY ENDOWMENT ASSOCIATION.

A special general meeting was held at the London Tavern, Bishopsgate-street, on Tuesday, for the purpose of altering the seventh rule as regards the investment of money with reference to the new Act of Parliament, recently passed, entitled, "An Act for Limiting the Liability of Members of certain Joint-Stock Companies."

Mr. G. P. PARKIN in the chair.

Mr. PHILIP CURTIS (the secretary) read the requisition, as also the notice convening the meeting.

The CHAIRMAN said they were called together in pursuance of the Act of Parliament, which received the Royal Assent in July last; and according to the second section, the directors of such a company may, with the consent of at least three-fourths in number and value of its shareholders who may be present personally, or by proxy, at any general meeting summoned for that purpose, make such alteration in the name, nominal value of shares, and Deed of Settlement of the Company, as may be necessary for enabling it to comply with the conditions, with respect to joint-stock companies seeking to obtain certificates of complete registration with limited liability; and upon compliance with such conditions, the Registrar, after the affairs of the company shall, at the expense of the company, have been audited by some person appointed by the Board of Trade, and on certificates from the said board that the complete solvency thereof has been established on such audit to its satisfaction. During the progress of the bill this company had watched it most anxiously, and obtained the assistance of an able parliamentary agent, who had succeeded, with Mr. Sotheron, the framer of the bill, in getting the clause introduced, exempting friendly societies from the operation of the Act, so far that they should be entitled to re-deposit with the Commissioners of the National Debt, although they had drawn a certain amount out. Although this had absolutely passed the Lords and Commons, the committee in the House of Lords made an alteration which he considered surreptitiously introduced, whereby friendly societies were prohibited from re-depositing any money with the Commissioners for the Reduction of the National Debt after they had once withdrawn any sum, even to the extent of 5%, although they required the money to pay the annuities. He had consulted Sir Alexander Spearman upon the subject, and he agreed with him, that it would be very inconvenient to all friendly societies. The reason the shareholders were called together upon the present occasion was to give them power to lend money to other parties. The board had been in treaty with the authorities of Manchester to lend them a large sum of money, upon very favourable terms, but they could not do so without the authority of the shareholders; and if they were now disposed to give them that power, he did not think their confidence would be misplaced.

Mr. MEWES wished to know whether they could invest in railway securities, as those guaranteed were perfectly safe?

The CHAIRMAN said, although they could not deal in shares, the Act did not affect them so far as debentures or preference shares were concerned.

Mr. SOWELL said, all they asked was to give the board power to do the best they could for the benefit of the association.

The CHAIRMAN, in answer to a question by a shareholder, said the large sum of money required by Manchester was under the Local Board of Health.

Mr. MEWES then proposed that the seventh rule be altered as follows:—"The trustees shall from time to time, with the consent of the board of directors, invest all moneys of the association in conformity with the 32d section of the statute of the 18th and 19th Vic., cap. 63, or in such other securities, not prohibited by such section, as the board of directors, being the committee of management, may direct."

Mr. CLARKE seconded the resolution, and observed that although there were such a small number of proprietors present, he considered it arose from the full confidence they placed in the committee of management. The resolution was then carried, with one dissent.

The CHAIRMAN observed that although they had passed the resolution to-day, it would not become legal until it had received the sanction of the Registrar under the Joint-Stock Companies' Act, that their proceedings were in strict conformity with the Act of Parliament. There was one clause in the Act to which he alluded, which had been got in wholly through the exertions of this association.

The proceedings then terminated with a vote of thanks to the Chairman.

MEETING OF MINERS AT BOLTON HALL, IN WENSLEYDALE.—On Saturday, the 1st inst., that beautiful part of the vale of Wensley in which the seat of Lord Bolton is situated presented a lively and animating appearance. The weather was exceedingly favourable; the sun shone, the feathered warblers of the woods sang sweetly, and myriads of flowers diffused their fragrant odours around. The fertile valley, with its towering hills, sloping woods, verdant meads, and crystal serpentine river, never looked more beautiful than on that day. It was a gala day for the miners employed on Lord Bolton's different manors. During the week the workmen were made aware, by invitations from his lordship, that they would be expected to dine at Bolton Hall, on the Saturday evening, at 8 o'clock on that day, the men and boys, according to previous arrangement, met at Preston (a village about two miles distant from the Hall), and from there walked in procession, the miners' band playing a suitable march. The first banner in the procession bore the inscription, "Long life to the lord and lady of this manor," and one exhibited the motto, "The industrious man shall reap the fruits of his labour," a motto well worthy of remembrance, and one which seemed very appropriate for the occasion. On arriving at Wensley Hall, the seat of the Honourable Mrs. Orde Powlett, a lady endeared to the hearts of the working population of Wensleydale, by ever holding her hand open to the claims of charity, and befriending the helpless miners, to show their gratitude to this worthy lady, presented themselves in front of her mansion, and gave her three hearty cheers. After passing the gate leading to the front of Bolton Hall, all walked with uncovered heads, and on coming opposite the front entrance, where Lord and Lady Bolton and other persons of distinction were gathered, they saluted them with loud hurrahs. All the miners, numbering 305, then sat down to a plentiful repast of roast beef and plum pudding, conveniently arranged on tables, forming an octagon on the lawn in front of the Hall. After dinner, the usual loyal toast was given. Marmaduke Wyvill, Esq., proposed, "Long life and health to Lord Bolton," and the Hon. A. C. Orde Powlett, the "Health of Lady Bolton and the family." Both toasts were responded to by his lordship in a very pleasing and affectionate manner, the purport of which was the interest his lordship felt in the miners of Wensleydale, and hoped that as long as they had health to work they might have a fair day's pay for a fair day's labour. At a later period of the day the health of Marmaduke Wyvill, Esq., was proposed, to which he replied, alluding to his efforts to subdue the earth, and bring forth its treasures to the surface. Dancing commenced, Lord Bolton leading off the first, together with other ladies and gentlemen. Various amusements were resorted to; among the rest were a cricket match, game at quoits, foot, hurdle, and donkey races, all adding to the enjoyment of the evening. Many from the adjoining villages had come to witness the proceedings; numerous merry children were running and playing about, while a group of aged persons standing here and there appeared truly happy in watching the gambols of childhood and youth. Great thanks are due to Lord and Lady Bolton for the abundant entertainment so generously bestowed, and especially for the hearty welcome with which they received the miners. His lordship's kindness quite won the affectionate regard of every one present, and seemed to lose all distinction of rank for the time in his endeavours to make the whole company at home and happy. The party enjoyed themselves till about 9 o'clock, when they retired to their respective dwellings, and the grocer's march played, and was satisfied with the noble lord's entertainment, for the enjoyments were of such a character as tend to real satisfaction and true happiness, and constitute the "pleasures that please on reflection."

FAILURE OF NASMYTH'S GUN EXPERIMENT.—We regret to learn that Mr. Nasmyth's wrought-iron gun has proved a complete failure, and this not on account of the mechanical difficulties which had to be encountered, formidable as they were, but from a most unexpected peculiarity in the material employed, when brought together in so large a mass as was necessary for Mr. Nasmyth's purpose. It seems that the wrought-iron, so tractable under all ordinary conditions of working, cannot be welded together in very large masses without undergoing a change in its molecular arrangement, exceedingly injurious to its tenacity. As we understand the explanation which we have received on this point, an immense mass of iron like that which Mr. Nasmyth has welded together continues to long in an incandescent and soft state, that a process analogous to crystallisation takes place within its substance, whereby the fibrous texture, from which it derives its tenacity, is destroyed, and it becomes even less capable than cast-iron of resisting the explosion of a heavy charge of gunpowder. We understand that, in addition to the unfavourable result obtained by Mr. Nasmyth at Patricot, another experiment of a similar nature, made under the direction of Governor Mansfield, has proved a complete failure, from the peculiarity of the material to which we have alluded; and a large gun which had been completed was found utterly unfit for use. Indeed, we believe it burst into many pieces on the first trial. Mr. Nasmyth's experiment has consequently been abandoned. Whilst on the subject of wrought-iron guns, we may as well correct a very erroneous statement, which, we believe, originated in the *Press*, and has lately been going the round of the newspapers. It is to the effect that a wrought-iron gun, made by Messrs. Fawcett and Co., of Liverpool, for the Government of the United States, burst on board the ship *war* which it was made, killing the Secretary of the Navy and several other persons. This is altogether incorrect; the wrought-iron gun which burst on board the *Princeton* frigate, with the results mentioned, was made in the United States. After it had burst, another gun was ordered from, and made by, Messrs. Fawcett and Co., and the *Princeton*, if we remember rightly, came over to Liverpool to receive it. That gun (we believe of 12-inch bore) was said at the time to have borne all the trials to which it was subjected, and we have never heard of any accident arising from it. Possibly iron may be forged up to that size without developing the peculiar tendencies which have frustrated Mr. Nasmyth's experiment.—*Manchester Guardian*.

SMOKE CONSUMER.—At Mr. Hunter's saw-mills, Greendyke-street, may be seen a simple smoke consumer. The furnace work is furnished with an iron door, which slides vertically, being lifted by a chain and lever to the left of the boiler. This door has a leg on each side, which keep it, when down about 6 inches from the dumb-plate; and covering this open space there is another sliding valve, which is lifted by the door, but can gradually fall after the door is let down. The valve is suspended by a chain from a lever, from the other end of which is suspended a small open tin can, holding about 4 lbs. of water, and supplied with a tap in the bottom for allowing the fluid to escape with any desired rapidity. This tin can dips into a small tub of water, and fills when the furnace door is open; and, when the door is let down, the full can is lifted out of the water, and immediately commences to empty itself through the tap. As it empties, the sliding valve gradually drops, until at last, when the can is about empty, the opening in the furnace door is entirely closed. This usually takes about three minutes, but the time can be regulated by the tap. The operation, as well as the apparatus, is thus as simple and inexpensive as can well be imagined; and the result is most satisfactory. Less than 2½ would fit it up; and, although we cannot say whether there is any economy of fuel or not, we can vouch for the absence of smoke.—*North British Daily Mail*.

Mr. Clark, of the Elswick Iron Foundry, Newcastle, is busily engaged in executing a Government order for long range sea mortars, to be erected within a given period. Each mortar, when finished, will weigh upwards of 2½ tons.

The Vieoigne and Nox Company have just opened a second pit at Nox. By assiduous and rapid working, they have reached the first vein of coal, which is no less than 1 metre 10 centims., or about 3½ feet, thick. Encouraged by this result, the company intend opening a third pit, which they anticipate will prove equally favourable.—*Journal des Mines*.

Five men were dreadfully burned by an explosion of fire-damp at the Machen New Colliery, owing, it is said, to one of the men having neglected securing the gauge of his lamp. Three of the unfortunate men being Mormons, rumours were rife of the cures which the "Mormon oil," administered by the "elders," would produce in this lamentable case.

MINING IN SOUTH AUSTRALIA.

The *South Australian Register*, in its summary of information, to June 23, for the last mail, gives the following particulars respecting mining operations in that colony:

The official returns state that at the close of 1854 there were 40 reputed mines in the province of South Australia, of which seven were lead, two silver-lead, one gold (Victoria, 10 miles east-north-east of Adelaide), and the rest copper. Of these, only seven mines were in operation at the close of last year—namely, the Kennamtoo, Reedy Creek, Kapunda, Burra Burra, Strathalbyn, and Karkulito copper mines; and the Glen Osmond lead mine. Many of the others are winding up their affairs under the authority of the Act recently passed for that purpose.

The cargoes of vessels, which have sailed direct for England from the commencement of the present year, include the following:—

Gold	7298 oss.
Copper—Tiles	2849 tons.
Copper—Cakes	249 bags.
Copper—Regulus	249 bags.
Copper—Ore	4850 bags.
Copper—Ore	1300 tons loose.
Lead—Ore	2101 bags.

The latter include 1691 bags of silver-lead ore, shipped per *Brightman*, which sailed Feb. 16. The number of passengers which have embarked for England in vessels, containing the above cargoes, is 134.

BURRA BURRA MINES AND SMELTING WORKS, AUSTRALIA.

By recent advices from South Australia, we have received detailed information of the position and prospects of the Burra Burra Mines, and the Smelting Works of the English and Australian Copper Company. The former, which at one period actually proved the salvation of the failing colony, were deserted by the miners for the attractive riches of the gold fields in 1852, to such an extent that it was considered not desirable to incur the expense of keeping the engine at work. Roach's engine, of 85-horse power, which was found insufficient, was taken down and packed away, a new one, called "Schneider's Engine," of 240-horse power, having been previously erected, which, however, was left idle, and the water allowed to rise. Last year, as the gold fields began to be found by no means a certain and constant source of wealth, the men began by degrees to return; and a sufficient staff for a commencement having been procured, Schneider's engine was set to work, and in a very short time the water was in for the 40 ft. level. In March last the engine was keeping the water down by working at seven strokes per minute, each stroke raising 136 gallons, but in commencing to get it in for it worked at double that speed. At Kooronga, the long-deserted houses, which had not been rendered uninhabitable, are again occupied, the general appearance is cheerful and business-like; trade flourishes, and the storekeepers are doing well.

Another engine, of 40-horse power, is employed for crushing ore, by means of two rollers, half-an-inch apart, capable of pulverising 50 tons per day, but at present turning out only 35 tons. Near the engine-house are the mine offices, and the residences of the principal officers. Capt. Roach, who is at the establishment, has a good substantial stone house, containing four rooms. There are also a board room for the directors, all necessary offices, sheds, changing-house, and every convenience; and, to complete this little village, there are the residences of Dr. Mayne, the surgeon, Capt. Bryant, Goldworthy, and Mitchell, Mr. Congdon, chief engineer, and some other officials. Near these buildings is a pool of water, extending over about an acre of ground, in course of excavation, to form a reservoir for the water from the mine. This will probably be planted and beautified with trees, stocked with fish, and have a pleasure boat floating on its surface. The smiths and carpenters' shops, miners' tool house and shoeing shed, are all of the most convenient description, and the numerous jiggling and other washing machines are placed under secure sheds. A walled-in yard contains timber and other stores, and the ore as brought up from the mine. The deepest pit in the mine is 55 fms., and the effect of allowing the water to remain in for so long a period was of a very serious description. Most of the levels were blocked up breast high with slush and mud, all of which had to be removed; the plankings and timbers were forced inwards, and had to be repaired; but by the energies of those in charge, the whole was soon placed in an effective state. The ore at present raised averages about 23 per cent. for copper, but some in the 40 fathom level is much richer.

The Smelting Works of the English and Australian Copper Company, are in a state of inactivity, from want of labour. Out of 19 furnaces, capable of smelting 80 to 90 tons of rough copper ore per week, only five are at present working, nor have the company the means of cartage to keep more in blast, and these for only four out of twelve months for the past two years; in consequence, 6000 tons of ore are lying idle. At one time the company employed 1000 men and boys, at present they have 200, including carters. Formerly they had employment for 3500 bullocks, working 400 wagons, now they cannot work a sixth of the number. They have fortunately a large stock of last year's hay, about 100 tons, and 1200 tons of coal and patent fuel are in stock, being continually replenished from Port Wakefield. Each furnace consumes from 1200 to 1300 worth of fuel per week. The company make their own fire-bricks, from an excellent clay brought from Murray Flats, about 15 miles distance from the works. A 40-horse engine is employed for crushing the clay and old bricks, and the same engine crushes the fluxes. They commenced operations in 1849, the planking and timbers were forced inwards, and had to be repaired; but by the energies of those in charge, the whole was soon placed in an effective state. The ore at present raised averages about 23 per cent. for copper, but some in the 40 fathom level is much richer.

CORNISH STEAM-ENGINES.

Abstract from *Brown's Cornish Engine Reporter*, from 21st July to 20th Aug.:

PUMPING ENGINES.	
Number reported	24
Average load per square inch on the piston, in lbs.	14.7
Average number of strokes per minute	5.3
Gallons of water drawn per minute	4746
Average duty of 15 engines, being million lbs. lifted 1 ft. high by	69.1
the consumption of 1 cwt. of coals	1049.5
Actual horse-power employed per minute	3.4
Average consumption of coals per horse-power per hour, in lbs.	3.4

ROTARY ENGINES.—WHIMS.	
Number reported	17
Number of kilns drawn	40,456
Average depth of drawing	134.9
Average number of horse-whim kilns raised the average height	53.6
by consuming 1 cwt. of coals	16.9
Average duty of 12 engines, as above	16.9

STAMPS.	
Number reported	5
Number of strokes per minute	9.7
Average duty of three engines, as above	56.2
Actual horse-power employed per minute	116.9

PUMPING ENGINES DOING HIGHEST DUTY.	
Fowey Consols, 80 in. single	Million lbs. 99.1
Par Consols, 80 in. single	97.3
Great Polgoth, 80 in. single	95.2
Pembroke and East Crinid, 80 in. single	78.7
Pembroke and East Crinid, 70 in. single	77.2
Wheal Uny, 50 in. single	75.5

WHIM ENGINES.	
Fowey Consols, 22 in. double	Million lbs. 25.9
Par Consols, 24 and 15 in. Sims' combined	21.6
Great Polgoth, 22 in. double	19.9
Par Consols, 24 in. single	19.3
Devon Great Consols, 30 and 16 in. Sims' combined	18.5

STAMPING ENGINES.	
Great Polgoth, 35 in. double	Million lbs. 61.3
Wheal Uny, 36 in. single	59.9
South Caradon, 26 in. single	48.2

LAW OF BILLS OF SALE.—There are few questions which have given rise to more litigated contents in our courts of law than the validity of bills of sale, and it constantly becomes a matter of serious import to the commercial community, whether the instrument by which one man transfers to another his goods and chattels, be legal and effectual for the proposed object or not. Delivery is generally an essential ingredient to the validity of every transfer, and while the forms of conditional bills of sale are various, their frailty as a security may be said to be proverbial. Of much importance has the subject been considered, that the Legislature recently deemed it necessary to interfere, and to pass a declaratory Act (17 and 18 Vic. c. 36), for preventing frauds upon creditors by secret bills of sale of personal chattels. The public and the legal professions are indebted for a succinct and very lucid treatise on the "Law and Practice of Bills of Sale and Bills of Sale of Ships under the recent Statute, with Precedents," to Mr. Joseph Beaumont, edited by the editor of the *Law Times*. To that gentleman the production was originally submitted, and its merits having been recognised, it was accepted, and published in the columns of that valuable periodical. Having been generally approved of by the profession, a desire was expressed for its re-publication in a collected form, and it now appears revised and considerably extended, the author having availed himself of the suggestions which he had received from many practitioners. We direct attention to this highly useful publication, from a conviction that it will be studied with advantage as well by the members of the legal as by those of the mercantile community.

UNITY BANKING ASSOCIATION.—Notwithstanding the progress of the joint-stock principle of banking, and the flattering prospects which the existing establishments hold out by the payment of dividends in some instances equal to 20 per cent. per annum, divers proposals for the formation of new banking companies continue to present themselves for public favour. Among these the Unity Joint-Stock Mutual Association appears to submit its claim for patronage as it progresses towards permanent establishment. The distinguishing characteristic of this association is, that it combines with ordinary banking business a new proposition: the plan proposed is that of extending the mutual principle to the business of banking, by paying customers interest estimated according to profits, and so inducing them to exert themselves in promoting and extending its operations. Shareholders likewise will participate out of the profits, as a remuneration for the capital advanced, even after paying interest upon paid-up capital at the rate of 5 per cent. to the extent of 50 per cent. thereon; it is in this respect that the Unity Association differs from all other banking establishments. Assuredly, it is stated, have for a long period participated in the bonuses of those institutions, and by a parity of reasoning a similar offer is held out to customers and shareholders in the banking business. It is submitted that this course will tend to open new business in quarters where banking has not been hitherto adopted, and at the same time consolidate and preserve the attained connections of the bank, and thereby advance its own permanent interest. This association emanates from, as it is identified with, the Unity Fire and General Assurance Association. Whatever tends to create confidence, and give a healthy tone and vigour to our monetary and commercial transactions, and render the benefits conferred thereby diffusive, should be welcomed with satisfaction by those who would aid and increase the facilities of our business and commercial relations.

Mining Correspondence.

BRITISH MINES.

ALFRED CONSOLS.—The engine-shaft is sunk to the 140 fm. level; the lode is just as last reported. The shaft will now commence driving east in this level. We have commenced to sink No. 1 winze below the 130 east of this shaft; the lode here is worth from 60l. to 70l. per fm. The lode in the 130, east of this shaft, is worth for copper ore from 50l. to 60l. per fm.; this is from 2 to 3 fms. further east than the ore ground in the 120 over this, which looks well for the continuance of the ore to the flooken east. No change in the driving south in the 80, or the 60 south of Davey's engine-shaft. All the other parts of the mine are just as for some time past.—M. WHITE: Sept. 3.

BASSET GRAZE UNITED.—I am glad to inform you the pitches at Wheal Widon are looking well, and I fancy we shall not be long in sinking deeper before we have a bunch of copper ore. We have commenced clearing up the north shaft, and are down 3 fms. below the adit (very little water), and if we find the cross-cut driven so far as the aged people say we shall, it will be a good mine shortly. At the engine-shaft, we have met with two other branches, all containing copper ore, but small in size. We have cut another branch in the 30 south. This is not the main lode; the ground is more favourable for driving. In the 30 cross-cut north we have no alteration.—Williams: The lode is improving both for lead and lead, and I think we shall have a bunch of the latter soon, which will enable us to be in a paying position.—J. ROGERS: Sept. 3.

BEDFORD CONSOLS.—I have forwarded by rail a box of gossan and ore, as taken from the lodes, which will satisfy the shareholders of the prospects and value of this mine. The winze is being sunk with all speed by six men on the lode, which is large, and producing fine rocks of ore, with every appearance of having a good course of ore shortly. The middle adit level is also progressing, in as fine a lode as can be seen, which is composed of gossan, peach, and rich copper ore; this is precisely similar to that taken from the adjoining mine, Lady Bertha, and which lode has been again intersected in the eastern part of this mine, of the same character, from which we have broken some splendid stones of rich copper ore; this is within half a mile of the workings in Lady Bertha sett. All other operations are progressing satisfactorily, and I have no doubt of the mine proving equally as rich as any mine in this neighbourhood.—J. HANDLEY: Sept. 6.

BEDFORD UNITED.—The lode in the 115 east is 3 feet wide, and will produce about 3 tons of ore per fm.; in this level west the lode is 4 ft. wide, composed of spar, munda, and ore—saying work; the lode in the back of this level is still worth 8 tons of ore per fm. The lode in the 103 is 3½ ft. wide, producing good stones of ore occasionally; Jackson's stopes in this level are worth from 4 to 5 tons of ore per fathom. In the 35 east the lode is 2½ ft. wide, producing good saving work, and looking very promising. Other parts of the mine are without alteration since last report.—JAMES PHILLIPS: Sept. 5.

BOLENOWE.—The several levels driving east and west are progressing favourably, but without any material alteration since last reported.—W. ROBERTS: Sept. 1.

BRYNFORD HALL.—The 50 fm. level west, on Milver vein, will yield about 2 tons of ore per fm. The communication over the level between the stopes having been completed, the stopes between the east and west rises are set at 20s. per fm., and 3l. per ton. In the 50 east, on Woodland's vein, a favourable change of ground is coming in, and we have to-day taken a little ore from the forebrest. We are sinking Matthew's shaft, now down 6 fms. from the 30 fm. level, under favourable circumstances, and the shaft, which is at present running northward over the level, continues with good ore. We have a level in easy ground coming under from the 30 fm. level, to relieve this part. We shall have 15 tons of ore prepared for sale on the 15th instant.—WILLIAM FRANCIS: Sept. 6.

BRYNTAIL.—The 10 east, on the new lode, still produces very fine stones of ore, about 16 cwt. per fm. If it continues as present appearances indicate, we shall soon get a good shaft about 7 fms. behind the end, producing a small quantity of ore.—J. ROACH: Sept. 5.

BUTTERDON.—The lode north of the slide underlies east 6 in. in a fathom, with a good wall on both sides; it is 10 in. wide, composed of can of the most promising character, interspersed with lead throughout, that will pay for dressing. Our engine, which has been working for these last 15 months, without lifting the cylinder cover or cleansing the boiler, is now being cleaned, which accounts for the early date of this report.—T. GREENFIELD: Aug. 31.

CAEGYNNON.—The work done last month is as follows:—Top of engine-shaft completed; sinking engine-shaft below the 20 fm. level, 1 ft. 6 in.; opening the lode to its full width in the 20 fm. level, 5 fms. west of winze, 3 fms. 0 ft. 4 in.; driving the 20 fm. level west of winze, 2 fms. 3 ft. 8 in.; stopping over ditto west of winze, 5 fms. 5 ft. 10 in.; stopping over ditto east of winze, 6 fms. 5 ft. 1 in. I have set the following bargains for the present month:—Six men to drive the 20 west, at 140s. per fathom; twelve men to stop the ditto, at 47s. per fm.; to sink the lode to its full width, at 50s. per fm.; four men cross-cutting to the south lode, as per bargain, at 90s.; two men in the 20, east of engine-shaft, to strip down the lode to its full width for stopping, and expect two more to-morrow to put with them. I am glad to say that the 20 fm. level, west of winze, is still looking well, and that the stopes over the same are much the same as last week. Our dressing is going on well, and with our present number of men, I hope that our returns will give the shareholders satisfaction. The biddings for 25 tons of ore will be received on the 15th inst.—E. STEDMAN: Sept. 4.

CALSTOCK CONSOLS.—The discovery of copper ore on the north underly lode continues; it is worth at present 40s. per fm. The ground in the north-east cross-cut has improved for driving, and the water from the end is on the increase. There have been some good stones of tin broken from the cross-course this week. The lode in the south cross-cut has been discovered by a cross-course; the lode to the east contains some copper ore, and a quantity of munda. Should the discovery of ore continue in the north-east cross-cut, we expect to bring to the surface 50 tons of copper ore this month.—W. B. COLLOM: Sept. 4.

CAMBORNE CONSOLS.—There is no alteration to notice in the lodes since last reported. In the 33 cross-cut, driving north, the ground continues favourable.—W. ROBERTS: Sept. 1.

CAMDWR MAWR.—The stopes over the 5 fm. level are more productive for lead and more regular in the yield; the best of the ore is on the south side of the lode. The stopes in the 12 fm. level are less productive, both for lead and copper, than they have been, and Capt. Francis has ordered the men to try the ground further west and south. The character of the winze, in sinking, has improved; it yields solid stones of lead, but they are from the north part of the lode, which is not usually the most productive part of the vein. The men are sinking with fair progress. The produce from our dressing is about the same as last week. We shall have 20 tons of lead and copper for sale by day-day. We have let our carriage to great advantage, owing to the improved access to the mine, by the railway; it will now pay good interest for the money expended.—J. WILLIAMS: Sept. 1.

CARRACK DEWS UNITED.—We beg to hand you our monthly report:—Eley's shaft has been sunk 2 fms.; the lode here has very much improved both in size and quality, it is now 2 ft. wide, and worth for tin and copper 8l. per fm. In the 22 east we have driven 3 fms. 2 ft. 6 in.; the lode here is still in branches, with veins of copper ore running from one to the other, the whole worth about 55s. per fm. At Battery shaft we have driven the 30 on the north lode 2 fms. west; the lode here is 2 ft. wide, with very good stones of ore in the back of the level, but they do not hold down in the end, nor is there enough to enable me to quote a value at present. We have driven the same level east 5 fms. 4 ft.; the lode here is 2 ft. wide, and for the last 3 fms. driving very much improved; the north part of the lode is good, and the south part is 15 in. wide, and worth from 25l. to 30l. per fm. In the 20 we have driven 8 fms. 4 ft. 6 in. on the south lode; here the lode is not sufficiently good to value. In the winze sinking under the 10, on the south lode, we have sunk 2 fms. 4 ft.; here the lode is of much the same quality and character as in the end; we expect to hole the winze from the 10 to the 20 during this month, you will then have for stopping a good piece of ore ground, 20 fms. long, which will leave you a very good profit. The shaftmen at Battery shaft are preparing to sink further with all possible speed. The mine was never looking so well as at present. The lode at Eley's shaft has very much improved both in size and quality, and the water from the end is on the increase. I expect, a still greater improvement. Taking all the works at present in operation, they are leaving you a profit over and above the expense of working them. The September setting list is as follows:—viz., Battery shaft to sink to the 40, barrow road to cut in the 30, to cut a plat, and sundry other work, at 96l. for the whole bargain; the 30 to drive west, at 30s. per fm.; ditto east, at 35s. per fm.; a rise in the back of the 20 to hole the winze, at 50s. per fm.; the winze under the 10, at 60s. per fm.; the 22 to drive east, at 70s. per fm.—W. HOLLOW, jun.; M. DUNN: Sept. 3.

CARVANNALL.—In the 106 west the lode continues 1½ ft. wide, worth 10l. per fm. The tribute pitches are improved.—W. ROBERTS: Sept. 1.

CASTELL.—The engine-shaft is cleared, cut down, and well secured with timber, from the surface 6 fms. below. The part of the lode we are sinking on is composed principally of munda, porphyry, and killas, intermixed with good quality lead ore, and is of a very promising character. We have cleared the adit level, and are down 40 fms. in length, and have now about 4 fms. to drive to come under the engine-shaft. We have made about 870 fms. of water-course, and have 100 fms. more to make, which will be sufficient, we think, for the present. We have erected a good water-wheel, 30 feet in diameter, and 4 feet over the breast, and are now in course of making launders and frames for the same. We have also completed the buildings for the smiths and carpenters' shops. I would advise the adit level being driven with all possible dispatch, which will come in 2 fms. below the present bottom of the engine-shaft. I beg to say, in conclusion, that I consider there is no doubt of the mine paying good profits; and, judging from the general indications of ore, that at the depth of about 20 fathoms from the surface this lode will prove rich for lead.—JAMES LESTER: Sept. 4.

CLUJAH AND WENTWORTH.—Julia Lode: Our cross-cut driving south in the 50 fm. level is extended 10 feet, at which point we have intersected two branches of copper ore, but it is our opinion that the main part of the lode is still further south. The 40 fm. level, driving east, will yield 1 ton per fm. The 40 fm. level, driving west, will yield 1 ton of ore per fm. The 30, driving east of engine-shaft, is unproductive. The winze sinking below the 30 fm. level will yield 1½ ton of ore per fm. The 20 fm. level, driving east of engine-shaft, will yield 1 ton of ore per fm. The winze sinking below the 30 fm. level, east of engine-shaft, will yield 1 ton of ore per fm. The 20 fm. level, driving west from the western cross-course, is producing good stones of ore. The cross-cut, driving north, in the 30 fm. level extended 15 fms.; driving at 45s. per fm. The cross-cut, driving south from the tin lode, is extended 4 fms.; driving for four men, at 3l. 10s. per fm.—Wentworth Lode: Boundary shaft is sunk 31 fms. from surface; the lode is from 5 to 6 ft. wide, producing good stones of ore.—JAMES CUDLIP; CHARLES GLASCO: Sept. 1.

COLLA COMBE.—During the last week, Morris's engine-shaftmen have been engaged putting in a waterfall, for ventilating the 50 fm. level and cutting drain to take up water from the same. The sinking of Morris's engine-shaft is again resumed, and pushed on as spiritedly as the nature of the work will admit. The 50 fm. level has been driven west of Morris's engine-shaft 1 fm.; the lode is still a fine course of ore, worth 40s. per fathom. The 50 fm. level has been driven east of Morris's engine-shaft 3 feet; the lode is composed of an abundance of white prisms, quartz, capel, and a good branch of ore, worth from 15l. to 20l. per fathom. The risemen in the back of this level have completed their bargain—namely, taking down the north part of the lode, timbering and making the same secure, and the rising again resumed; the lode is still a very fine course of ore, worth, for the length of the rise (10 feet), 70l. per fathom. The winze in the bottom of the adit level has been sunk 8 feet; the lode is a good course of ore, worth full 30l. per fathom. The pitch in the back of the adit level looks extremely well, the lode being worth full 20l. per fathom: 80 tons of ore were sampled at Morvillan on Tuesday last, worth from 700l. to 800l., and there are about 20 tons of ore on the floors to dress for the next sampling.—SAMUEL MITCHELL: Sept. 6.

CUBERT UNITED.—At Treblekin, having now extended the 66 west from shaft, a considerable distance, and sufficiently far to have met with the cross-course if it held down, and the lode continuing unproductive, we have, for the time, suspended further operations here. The stopes in the back of the 55, east of the shaft, is now set on tribute. At Treblekin, the shaftmen have resumed sinking the engine-shaft; the lode here is from 15 to 18 inches wide, composed of quartz, prisms, fluor-spar, and some good stones of lead. The lode in the 60, north end, is 18 in. wide, composed chiefly of quartz, and worth about 3 cwt. of lead per fathom. The stopes in back of this level south are worth 8 cwt. of lead per fathom. We have commenced to drive the 66 south of sump-winze; the lode here is 18 in. wide, composed of flooken and quartz, spotted with lead, and expect an improvement. The stopes in the back of this level, north of sump-winze, are not so good for lead, worth (say) 25 cwt. per fm. The lode in the 56 end, south of sump-winze, is 14 inches wide, composed of quartz, prisms, and a little lead. The stopes in the back of this level are worth 4 cwt. of lead per fathom. The stopes in back of the same level, north of engine-shaft, are worth about 5 cwt. of lead per fathom.—J. TREWEN: Sept. 1.

CWM DAREN.—In the 40 fm. level, driving west of engine-shaft, the lode is very compact and large, yielding good work for lead and copper ore. In the 40 fm. level east the lode is small and unproductive, consequently we have suspended the end, and put the men to stop the back adjoining the shaft, where the lode is producing good work for copper ore. In the stopes in the back of the 30 fm. level west the lode is 2 feet wide, yielding saving work for lead and copper ore. You will receive tenders for the lead and copper ore last sampled, on or about the 11th inst.—F. S. The 40 end to drive west at 4l., and the stopes at 3l. per fm. each.—A. WATKINS: Sept. 5.

CWMDYLL.—In No. 6 level we have six paces at work, breaking an average quantity of ore. We have removed some of the hanging ground, and hope to reach the 40 fm. level, and the lode will further improve, as there is a cross-course above this and No. 7 level, but as yet we have not found the lode, but no doubt shall do so in the course of next week. Every preparation is being made to get the 12 heads of stamps attached to the crushers.—T. COLLIVER: Sept. 1.

DEVON BURRA BURRA.—The cross-cut, driving north, has been extended during the past week 1 fm. 4 ft. The ground is favourable for driving, with large streams of water gushing out all over the end, and showing every indication of our being near the lode. In driving east the lode is 1½ ft. wide, and occasionally producing good stones of ore. In the western end the leading part of the lode is 10 in. wide, and returning some saving work, but not rich. The stopes in the back of this level is yielding favourably. All other operations are going on much the same as usual.—JOHN LLOYD: Sept. 4.

DEVON WHEAL BULLER.—Saturday last being our setting-day, the bargain were set as follows:—The 20 fm. level west by six men, for the month, at 4l. per fm. the east by four men, at 4l. per fm. The western shaft by six men, at 3l. per fm., which is now 9 fms. from surface, and has produced ore nearly all the way, with every appearance of becoming rich; the lode is now 3 ft. wide, composed of gossan, spar, and yellow and black copper ore, with strong stones of munda. The 20 end west is driven about 15 fms., the principal part of which has produced from 1 to 2 tons of ore per fm., but at present the breast of the end is poor, notwithstanding there is a rich lode direct in the bottom of the end, and has been for several fathoms driving, which will give us every reason to expect a good course of ore in the 32 fm. level. The east end is driven 14 fms., although not so rich, but has produced ore occasionally, and I expect will further improve, as there is a cross-course above this and No. 7 level. The engine-shaft, last Saturday, was 8 fms. below the 20 fm. level. Should the ground be favourable, we shall nearly complete the sinking to the 32 this month. We are getting on as fast as possible with our dressing, and I expect to sample the end of this month nearly 40 tons of ore.—W. NEILL: Sept. 6.

DYFNGWY.—The 60 shows a further slight improvement in driving west. In the east end of the same level there has been a considerable improvement during the past week; the forebrest is now rich. The 50 west still continues ore in the driving. Our present end is in the south lode, which is 8 or 9 feet from the north lode. This explains why the winze sunk on the 40 has not been cut, the latter being on the north lode. The stopes in back of the 50, east and west, continue productive. We have sent down to Derwenlas for the *Prosperity*, about 20 tons.—E. DAVIES: Sept. 6.

EAST BLACK CRAIG.—We have fixed the drawing-lift in the 43, and the men are driving west for a plat, after which they will drive through the ryder to cut the south lode. In the 33 end west there is a stone of lead coming in the bottom of the end. We hope soon to cut the ore ground in the level above. We have set the 22 end to drive west; the lode contains some good stones of ore at present. We have set the back of the level on tribute. We hope while driving this end 2 or 3 fathoms west the 33 end will get into ore ground, when we shall be able to fix on the best place to sink a winze for ventilating both levels.—R. WILLIAMS: Sept. 6.

EAST RUSSELL.—We have no improvement in the 66, driving east. We are still continuing driving the 55; the lode improves as we go east, becoming more red, similar to the lode in the bottom of the Tunnel level, 10 fms. above, producing good stones of grey and yellow ore.—W. MITCHELL: Sept. 6.

ESGAR MWYN.—At the engine-shaft sinking below the 40 fm. level the ground is much easier for working; the lode looks much the same as on this day week, still producing stones of ore. In the 40 west the lode is large, composed of clay-slate and carbonate of lime, with a little ore. In the stopes in the back of the 25, east of Morris's rise, the lode has further improved. The 20 west is producing much better ore than for some weeks past; the lode is large.—S. VIALI; J. PAVILL.

EXMOUTH AND ADAMS UNITED.—The ground in Forter's shaft is favourable and we are making good progress in sinking. We have not yet intersected the west end lode, which is a good indication of our near approach to a productive lode. The 20 end south is much as last reported. The stopes in the back of the 20 are looking well, and yielding a fair quantity of lead. The 20 end north, on the western lode, presents a very good appearance; the lode is large and leady throughout. Our tribute department is looking much as usual, and the men are earning fair wages. Our crusher was put to work yesterday, and in about two hours crushed 10 tons of stuff; it works to our satisfaction.—N. PAUL: Sept. 5.

FREE DONALD.—The Smiddy lode, driving west, has still a very promising appearance, producing good saving work for lead, worth 10 cwt. of lead ore per fm.; we have driven 14 ft. since we met with it. The lode in the back, stopping on the lode south of the Antimony, is rather small, but the branch of lead is very solid, and of good quality. I am glad to say our prospects are very encouraging, and I hope soon to have better news to send you concerning the Smiddy lode.—J. MURPHY: Aug. 31.

GAILTY-FRITH RHEDYN.—Since the month of April last we have progressed rapidly in the lowest level; we have driven during that period 20 fms. Last week we cut the first lode, but not much lead in it. We shall cross several lodes before we get to the main one; at it we shall be 90 fms. under the surface, and it will there be, no doubt, very rich, as at the surface much lead has been lifted from this lode on tribute.

GAWTON UNITED.—The lode in the 36 fm. level is 4 feet wide, producing good stones of copper ore; by driving a few fathoms more we shall be under the ore ground as seen in the 24, and which will be stopped away at a profit. The 24 is being forced on with all possible dispatch, to intersect the junction of the Okel Tor lode, at which point there is every prospect of having a fine course of ore. We shall at once prepare to continue driving the deep adit level, to intersect the lode south, which will come in 75 fms. deep; at the same time, we shall resume sinking the lode in the level on the double, to the lode, which is reported as being worth 25l. per fathom.—J. HANDLEY; H. HOSWELL.

GEIFRON.—I have no alteration to report in the past week. Our operations are progressing satisfactorily.—Sept. 1.

GREAT HEWAS UNITED.—I had a long survey underground yesterday, and am glad to say our prospects are very encouraging; it is opening out well both in the 56 and 60 fm. levels, and is 4½ ft. wide on an average—good stamping work. It will, however, require a month or two to lay it out in good order for stopping. The inducements here are sufficiently strong to lead us to pursue it in the deeper levels. The stopes in the back of the 36 are equally as well as they have been for a long time. On the whole, I have never seen the prospects better, and feel confident that this is to be made a great and lasting mine.—J. WYNN.

GREAT ONSLOW CONSOLS.—The stopes over the 45 is worth for ore 13l. per fm. The stopes over the 60 are worth for ore 12l. per fm. The lode in the 60 west is worth for ore 6l. per fathom. In the 72 west we have not taken down any of the lode since last report. The sinking of the engine-shaft is progressing favourably. The lode yields good stones of ore.—G. RICKARD: Sept. 5.

GREAT SORTRIDGE CONSOLS.—Our shaft is down 25 fms. 3 ft. from surface, at which point we are going to drive both north and south to open on the lodes.—T. MITCHELL: Sept. 6.

GREAT SOUTH TOLGUS.—The lode in the 80 is 1½ foot wide, producing a little copper ore, but not much lead; we are, say, to six men, 6 fms. at 5s. per fathom. In the 80, east of the 70 the lode is 1 ft. wide, unproductive, set to two men and two boys, 3 fms., at 3l. per fathom. In the winze sinking below the 60 the lode has not been taken down; set to six men, 2 fms., at 5l. per fathom. In the 60 the lode is 1 foot wide, composed of munda and quartz, with a little copper ore; set to two men and two boys, 4 fms., at 3l. per fathom. In the 50 fathom level the lode is 2 ft. wide, and is producing 1½ ton per fathom; it is set to two men and two boys, 4 fms., at 4l. per fathom. In the 40 fathom level the lode is 1½ feet wide, producing 3 tons per fathom; set to two men and two boys, 2 fms., at 3l. per fathom. We have set the new shaft to six men, for the month, at 4l. per fathom. The tribute pitches continue to look well, and the tributaries are getting good wages.—J. DAW.

GREAT WHEAL ALFRID.—The lode in Painter's shaft, sinking below the 170, contains some good copper ore. In the 170 end, west of Painter's, the lode will produce 1 ton per ton in the 160 cross-cut, under copper-house winze. Copper-house winze, below the 148, will yield 11 tons per fathom—that is, 12 ft. long. The 145 end, west of copper-house winze, on south lode, is letting out more water. The 135, east of Field's engine-shaft, is driving under the lode. The 142, east of Field's, is without alteration. The lode in the 125, east of Falmouth shaft cross-course, is 4 ft. wide, containing good stones of ore. Other parts of the mine are progressing favourably.—T. RICHARDS: Sept. 6.

GREAT WHEAL BADDERN.—The different levels are looking much the same as last reported. We have a good lode of lead in the stopes, worth 30l. per fm. The tribute pitches are looking better than for some time past, and the ground in the eastern engine-shaft is improved for sinking. The dam in the 40 fm. level is completed, and ready for inspection.—JOHN ROGERS: Sept. 4.

GREAT WHEAL VOR UNITED.—Trelawny's Shaft: No. 46. In the 75, east of Cross's cross-cut, the lode continues large, and yielding an amount of rich quartz, No. 48. In the east of Cross's, on Wheal Vreah lode, the lode still continues, No. 28l. per fm. No. 36. In the winze sinking below adit, east of Goldworthy's shaft, the lode is worth 25l. per fm. No. 53. In the 90, east of Highbarrow shaft, the end is of great promise, and now worth 35l. per fm.—Wheal Metal: No. 42. In the 70, west of shaft, the lode is worth 40s. per fm. No. 51. In the winze in the bottom of the 40, west of shaft, the lode is worth 30l. per fm. No. 9. In the stopes, east of No. 5 winze, the lode is worth 30l. per fm. No. 37. In the stopes in the back of the 60, west of shaft, the lode is worth 40s. per fm. No. 34. In the stopes in the bottom of the 60, west of shaft, the lode is worth 18l. per fathom. No. 6. In the stopes in the back of the 60, east of No. 6 winze, the lode is worth 35l. per fm. No. 39. In the stopes in the back of the 60, east of shaft, the lode is worth 15l. per fm. No. 40. In the stopes east and west of winze, in the bottom of the 40, east of shaft, the lode is worth 30l. per fm.

HEMERDON CONSOLS.—The engine-shaft is 6 fms. 4 ft. under the 30 fm. level, the lode in which is 20 inches wide, producing saving work, and presenting a very kindly appearance. In the 30 fm. level east the lode is without alteration. In this level west the lode is not quite so productive as it was, but is still yielding saving work. We have taken the men from this end, and put them to rise in the back for ventilation. The lode in the rise is 2 ft. wide—good saving work. There is no alteration in the 15 fm. level cut to notice. The stopes in this level are yielding favourably. We have set a winze in the bottom of this level west to communicate with the

rise from the 30, and which, from present appearance, is likely to lay open some profitable ground.—J. GUYFORD: Sept. 5.

HERVARD UNITED.—Since my last communication the appearance of the mines has improved. Henslas Working: In the rise over the 30, on Bagshaw's vein, we have a nice branch of ore; set at 30s. per fm. for raising, and 40s. per ton for ore. The 20, driving west on this vein, is yielding nearly sufficient ore to pay for driving, and a little over the 30 is producing a fair quantity of ore, set at 100s. per ton.—Roskill's Cross: Granger's vein is again looking more encouraging than it has done for the last 3 or 4 fms., with some nice lumps of ore in it. We're shaft still remains hard for sinking. We have not yet met with anything in the 50, driving west on the vein south from Wolla's, but as far as we can judge we shall shortly come in with a junction of a vein to the north, when we hope to have a change for the better.—J. B. LIGHTFOOT: Sept. 6.

HINGSTON DOWN CONSOLS.—The lode in the 85 fathom level, west of Morris's engine-shaft, is 4 ft. wide, worth from 3 to 4 tons of ore per fm. The lode in the 85, east of said shaft, is 4 ft. wide at present, presenting a more promising appearance. In the 85 fm. level, east and west of Doidge's winze, the lode is large, but at present not rich. All other places continue without important alteration. We weighed, on Friday last, July ores, 366 tons 6 cwt. 2 grs.; and sampled August ores, comprised, 256 tons, of somewhat better quality than the last sold.—W. RICHARDS: Sept. 6.

HOLMBUSH.—The lode in the 145 fm. level west, on the Holmbush lode, continues to produce 1½ ton of ore per fm. The western stopes in the back of this level are producing 2 tons of ore per fm. The eastern stopes are yielding 1½ ton per fm. The lode in the 145 end, driving east, is producing 1 ton of ore per fm. In the 132 the lode is now producing 1 ton per fm. The tribute department continues much the same as usual. Ores weighed on Aug. 31, 304 tons 4 cwt. 2 grs.

IYVBRIDGE.—We have cleared the 55 south for about 7 fms., and the shaftmen are engaged in enlarging the plat, which will be finished by the end of the week. After which we shall be able to clear the levels, both north and south. We have cleared all the crushed ground in the 45 north, and have begun driving on the lode, and I think, from present appearances, we shall soon get into valuable lead ground in that direction. The ground in the cross-cut in the 45 south, towards the new shaft, without alteration. The lode in the 43 south is small, producing a little lead. The men in the 20 are driving west, to cut the western part of the lode, which I expect will be done by Saturday. The pitches are looking just as usual. We sampled yesterday (computed) 54 tons—namely, No. 1, 40 tons; No. 2, 14 tons. Our floors are already beginning to look well for the next sampling, there being several tons cleared, and some very splendid work, the best we have ever seen here, from the back of the 32. The engines are heaving in the engine as fast as possible, and will, I hope, get one part of the bob on the wall to-day.—H. JAMES: Sept. 6.

LAMHERO WHEAL MARIA.—The 50 fm. level, west of Jessie's shaft, is being driven on the north side of the lode; the part of it being carried is 3 feet wide, capel, quartz, munda, and prisms, intermixed with a little copper ore; this end is in a channel of light killas ground, the character of which, together with the favourable indications seen in the lode at this point, will fully warrant the sinking of Jessie's shaft for deeper levels, to cut the western part of the lode, which I think will be done by Saturday. The pitches are looking just as usual. We have made but little progress in sinking the winze under the said level, in the past month, in consequence of the water being quick; in this winze we have a large, strong, kindly lode. In the 40 fm. level, east of shaft, the lode is 1 foot wide, in rather unsettled ground. This end is within a few fathoms of intersecting the cross-course east. The pitch in the back of the 30 fm. level, west of shaft, has been set to two men, at a tribute of 13s. 4d. in 1l.

LEEDS TOWN CONSOLS.—We have cut through the great tin lode in the 40; it is 6 feet wide, and disordered by a horse of killas. The cross-cut south, in the same level, is in a little softer ground. The cross-cut on the flooken is progressing favourably. There is no alteration in the stopes in the back of the 20 fm. level. In the 10, east of Woolmer's shaft, the lode is disordered by a horse of spar. The indications of the lode's shaft are of a greatly improving character, and I think we shall have a good lode here shortly. I cannot quote any improvement at present in the east of this shaft; still, it is saving work for 6 feet in width. In the stopes west of this shaft we have some good stones of tin. The stamping engine was set to work again on Saturday last, after repairing breakage of the eccentric motion, and worked until Sunday morning, when the crank broke into three pieces; we immediately sent to the foundry, and cannot have it replaced till Wednesday next. I think, if you were only to have twelve heads attached you would get more tin than stamped than with a larger number, and the engine would not be subject to so many accidents. I do not, possibly, return tin in any quantity while the men are prevented stamping the tin-stuff by these continued accidents.—P. PASCOE: Sept. 4.

LLANDUDNO.—Trewick's shaftmen having taken to sink through the blackstone lode at 90 fm. level, their bargain was not completed, sunk last month 3 yds. 0 ft. 6 in.; we expect to get through the bed shortly. There is no string in the shaft at present. The adit level was driven last month 4 yds. 0 ft. 9 in.; it is now within a few yards of Trewick's shaft, and is without alteration in the ground. The 95 yard level, at Higher shaft, driving south on Jones's string, is producing a little ore, and the ground looks promising. In the 110 yard level, south of Trewick's, on Ellis's string, we have driven east 3 yds. 2 ft. 6 in., and cut a small string, containing ore. We continue to drive east to cut the other strings, which are within the short distance of 4 or 5 yds. driving. Our tribute department is doing nothing particular to notice in the present month. The pitches at Trewick's, as noticed in my last report, maintain their improvement. The last of the samplings of ore is delivered at Amble, and we are preparing more halvan ore for shipment.—Sept. 3.

MOLLAND.—The pitch in the back of the 42 east is worth 7l. 10s. per fathom. The pitch in the back of the 20 is worth 8l. per fathom. In the Eastern Mine we have finished casing and dividing the shaft, &c., and we have commenced to sink below the adit with the horse-whim, and I have every reason to expect that we shall soon meet with the lode under the slide. In cutting in south in the adit end we have met with several small veins of spar and white iron, spotted with copper ore. We shall, however, continue to drive south a few feet further, to see if anything better can be met with.—T. BENNETT: Sept. 5.

NANTEOS AND PENRHW.—In consequence of the continued dry weather, our ponds on Tuesday last were quite exhausted, and the water is again nearly up to the 30 fm. level; consequently, the only bargain we could set on Saturday last, was Eustynian deep adit level, to drive cut by four men, 4 fms. west, or the month, at 50s. per fathom; the lode at present is about 2 feet wide, containing munda, and spotted with lead. In the 46 fm. level, driving west of Penrhw, the lode during the last 3 feet in driving is looking a little more promising, with good spots of ore in the same; in this level, driving east, the lode will yield about ½ ton of ore per fathom. In the stopes over the same, east and west of Jane's winze, the lode will, on an average, yield about ½ ton of ore per fathom. The lode in the tribute pitch, in the back of the 36 fm. level, east of Penrhw, will, on an average, yield 8 cwt. of ore per fathom, and had our top water not been quite finished, we should, ere this, have sampled 10 tons of good quality ore, but the non-supply of water has reduced it to about 15 tons.—M. BARNES: Sept. 3.

NANTLE VALE SLATE QUARRY.—In consequence of the heavy rains which alay yesterday, we have no further progress to report. As to the prospect of the work, I am happy to inform you that the eastern quarry has never looked so well as it does at present. I am daily expecting the *Queen* here, to load some slates for Messrs. Franklin and Wise, of Liverpool.—J. HORN: Aug. 28.

NORTH BASSLET.—At Grace's shaft, sinking below the 42, the lode is producing 5 tons of ore per fm. In the 42, west of Grace's shaft, the lode will produce 3 tons of ore per fm. In the 52, west of Grace's shaft, the lode will produce 6 tons

The mine on an average has been 12 in. wide, composed of pieces of iron, brass, spar, occasional small pieces of copper &c.; it altogether has much the same appearance as the lode in the 30 fms. level, previous to the discovery of the first bunch of copper ore, and I think we may fairly calculate on soon reaching another rich bunch.

The 40 fm. level is extended east from engine-shaft to within about 14 fms. of the junction of the counter; the lode in the end is increasing in size and improving in appearance as we are extending the level towards the junction. In carrying out the foregoing operations, the monthly cost will not exceed £207.—J. VIVIAN : Aug. 29.

WHEAL KITTY (Str. Aconite).—In the 64 fm. level, west of engine-shaft, the lode is from 5 ft. to 6 ft. wide, worth 20l. per fathom. In the 54 fm. level, east of engine-shaft, the lode is 1½ ft. wide, worth 6l. per fathom, price for driving 6l. 3s. In the 54 fm. level, west of Holgate's, the lode is 4 ft. wide, worth 12l. per fathom, price for driving 7l. In the 41 fm. level, west of cross-cut, the lode is 1 ft. wide, worth 6l. per fathom. Price for driving 8l. In the 30 fm. level, west of Holgate's, the lode is 1 ft. wide, worth 6l. per fathom. In the 14 ft. level, south of the lode, there is no lode at all. We are still in the north, and have not cut the lode as yet. I have every reason to believe that it is at the north, and shall set to drive in that direction next Saturday. In the rise in the back of the 41 fm. level, east of engine-shaft, the lode is 2 ft. wide, worth 6l. per fathom, price for rising 7l. 10s. At Sunny Corner, we have commenced clearing the 34 fm. level west, and are satisfied with the results, as there is plenty of tin ground there, and great demand for pitches. Our tribute department is looking well, and with every probability of a reduction in the tribute next setting. I think we shall raise 11 tons of black tin per month for the next two months, without any extra cost. Our whim and stamps are kept working night and day, to keep away the stuff.

WHEAL MARY ANN.—Pollard's shaft is sunk 5½ fms. under the 160 fm. level. The lode in the 120 fm. level, south of the shaft, is 3½ ft. wide, worth 13l. per fathom. In the 110 fm. level, south of the shaft, the lode is 3 ft. wide, worth 10l. per fathom. In the 100 fm. level, south of the shaft, the lode is 2 ft. wide, worth 10l. per fathom; in the same level north the lode is 2 ft. wide, worth 12l. per fm. In the 100 fm. level south the lode is 2½ feet wide, worth 10l. per fm.; in the same level north the lode is 1½ ft. wide, worth 5l. per fm. In the 90 fm. level, south of the shaft, the lode is 2 ft. wide, worth 7l. per fathom; in the same level north the lode is 2½ ft. wide, worth 6l. per fathom. In the winze sinking under the 80 fm. level north the lode is 2 ft. wide, worth 12l. per fm. Clymo's shaft is sunk 8 fms. under the 40 fm. level. The stopes are producing much as usual. We sold a parcel of lead ore, computed 75 tons, on the 25th Aug., to Thomas Somers, Esq., at 25s. 11s. 6d. per ton.—P. CLYMO, jun.; H. HORGE; R. KNAPP: Sept. 3.

WHEAL MAULDIN.—In the 30 wd. level we have not yet got quite down the cross-course, but hope to do so early next week. There is no change to report from the tributers since my last.—W. TKEAY: Sept. 1.

WHEAL NORRIS.—The ground in the cross-cut adit, south towards No. 7 lode, continues very favourable for driving. The distance driven last month was 7 fms. 4 ft., and we have not reached No. 7 lode in a short time. We purpose to resume the clearing of the main adit further east in the course of a few days.—J. NANCE.

WHEAL SURPRISE.—We are progressing in every point most satisfactorily, and in course of a few days shall be able to send you good news, being satisfied with the prospects shown in every part of the mine; and, according to reports, we may expect to find a good bunch of copper ore in the bottom of the level.—T. DUNK.

WHEAL TREHIDD.—There is but little alteration to notice in either of the points in operation since my last report.—D. LANKENBURY: Sept. 1.

WHEAL TREFUSIS.—Field's Lode : We are cutting down Juleff's shaft by nine men, for the new engine-shaft; it is nearly completed 10 fms. below the surface. We intend to commence building the engine-house in the course of two or three days.

WHEAL TRELAWNY.—Smith's shaftmen are still engaged in cutting a trip-plat in the 120. The lode in the 108, north of Smith's shaft, is 6 in. wide, worth 6l. per fathom; in the same level south it is 1½ ft. wide, worth 6l. per fathom. In the 98 north it is 1½ foot wide, worth 8l. per fathom; in the same level south it is 1½ foot wide, worth 7l. per fathom. In the 88, north of Chippendale's, it is 1 ft. wide, and worth 6l. per fathom.—South Mine : Trelawny's shaftmen are still driving in kilbas by the side of the lode in the 130, south of the shaft; the ground is favourable for driving. The lode in the 120 south is 3 ft. wide, worth 8l. per fathom; the north end in this level is without alteration. In the 107 south it is 3 feet wide, worth 7l. per fathom. We have not yet reached No. 7 lode. The distance driven last month was 1 day's parcel of lead ore, computed 63 tons. In comparing our last week's report in the Journal with the copy which we have by us, we find the following paragraph omitted :—"In the 107 south it is 3 ft. wide, worth 7l. per fathom; the north end in this level is suspended."—W. BRYANT; W. JENKIN: Sept. 4.

WHEAL TREVENA.—The 30 fm. level cross-cut is extended north from Gurney's lode 17 fms.; we have about 4 fms. more to drive to reach Vivian's lode, which will take about six weeks to accomplish; in this cross-cut we have intersected two branches of a promising appearance, which will form a junction with Vivian's lode. In driving about 20 fms. east of the cross-cut, at this point, we may reasonably expect to meet with a good course of tin. The 30 cross-cut shaft has been driven 23 fathoms from the first south lode, which we have not yet intersected, but are now getting close to it. We have not yet reached No. 7 lode, but the ground is at first anticipated, in consequence of meeting with a great deal of harder rock, which made it very spare for driving; this lode (Norris's) has not been seen below the adit level, where it had a splendid appearance, and was productive of rich shoots of tin. The 30 east, on the south lode, has been driven from the cross-cut 20 fms.; the lode is large, and of a very promising character, and is rapidly improving in appearance as we extend our operations east on it. The 20, east of cross-cut, west of Durham's shaft, on Vivian's lode, is extended 40 fms.; in the last 10 fathoms driving we have passed through a good bunch of tin, through which we have commenced a winze in 4 fms. from the cross-cut, and the 30, soon as the 30 cross-cut has reached the lode, which will take about three months to accomplish, when we shall immediately commence stopping the tin ground then laid open by the same. We find the tin raised in this lode superior in quality to any hitherto risen in any other part of the mine, worth at the present standard 75s. per ton. In carrying on the foregoing operations our monthly cost will not exceed £307.—J. VIVIAN : Aug. 29.

WHEAL TRISTREM.—The following is a statement of the settings on Saturday :—The 66 to be driven east onto the north wall of the lode by eight men, at 6l. 10s. per fathom, stented 3 fms. The 62 cross-cut to be driven south by six men, at 6l. 10s. per fathom, stented 3 fms. The 52 end cut to be driven, at 4l. 10s. per fathom, and the backs behind the end to be stopped, at 1l. 15s. per fathom; this is set to eight men, four to drive, and four to stop. The 42 cross-cut to be driven, at 4l. 10s. per fathom, composed of capel and blue pencil, producing tin, and having a large gossan on the north. The new lode in the 40 cross-cut to be driven on east and west, 2 fms. each way, by six men, at 6l. per fathom. The west end is improved since our last report, being nearly 1 ft. wide, and worth 10 cwt. of tin per 100 sacks. The lode in the east end is very small, but as there is plenty of water issuing from it we expect an improvement shortly. We have set a tribute pitch, at 15s. in 1l., to sink under the 28, to prove the lode going down. We sold on Friday last 3 tons 8 cwt. 0 qrs. 13 lbs. of black tin.—J. JENKIN: Sept. 4.

WHEAL WRKY.—The lode in the 33 fm. level, south of the engine-shaft, is 3½ ft. wide, producing 1 ton of lead per fathom; in the same level north it is 2½ ft. wide, producing 3½ tons of lead per fathom. In the 23 fm. level, south of the engine-shaft, producing 2 tons of lead per fathom. In the same level north it is 2 ft. wide, producing 3½ tons of lead per fathom. In the 12 fm. level north it is 1 ft. wide, producing good stones of lead occasionally. The stopes are producing much the same as usual. The new north shaft, for ventilation, &c., is sunk 4 fms. under the surface. The engineers are busily engaged heaving in the 60-inch engine. We are sorry to inform you that we have had the misfortune to break the fly-wheel shaft belonging to the old engine, and which will take us all this week to replace by a new one, and some days next week to drain the water again, which will prevent our sampling at the usual times. We sold on Friday last 4 tons 10 cwt. of lead ore, computed 75 tons, to the late Joseph T. Trevelyan, at 18s. 2d. per ton.—PETER CLYMO, jun.; W. HANCOCK; RICHARD ROSKILL: Sept. 5.

WHEAL ZION.—Great Lode : The lode in the 66 fm. level east, on the south part of which we are driving, is producing some small stones of ore. The lode in the 50, east of the great cross-course, presents a very favourable appearance, producing some saving work. The stope in the back of the 40 fm. level is without material alteration, producing about 1 ton of ore per fathom. In the winze sinking in the bottom of this level, the lode is not quite so good at present as when last reported; however, it is still producing saving work, 2 ft. wide.—Middle Lode : In the 30 fm. level west the lode is about 4 ft. wide, producing 2 tons of ore per fathom. The stope in the back of this level, in consequence of the 30 cross-cut crossing the lode, is a confusion of saving work, producing about 1 ton of ore per fathom. All other bargains are without alteration during the past week. We sampled, on Friday last, 64 tons of ore, and are now busy in preparing for our next sampling.—JAMES BRAT: Sept. 5.

WOOD.—Since my last the 25 fm. level is extended south about 8 ft., and the lode about 1 ft. 3 in. wide; the footwall is carrying a small flockon, and on the western part a small branch of ore, about 2 in. wide. The 25 north is extended about 6 feet, and the lode of the same size, character, and appearance as in the south end. The winze in the bottom of the 15 is sunk about 6 ft., the lode is not so good; at present the lode has met with a splice, and water is issuing very fast, and I expect we shall be obliged to abandon sinking shortly, until the end is driven under in the 25 fm. level.

The Grand Duchy of Baden Mines have received the subpoenaed report from Mr. Lindon, dated the 2nd inst :—

TREFFELBRUNN LODE.—Wilhelm's Level : In pitch No. 1, west from the bottom of the winze No. 4 under this level, the lode is 1 foot wide, yielding 10 cwt. of ore per fm. In winze No. 7, sinking under this level, not having cut the lode, we drove a cross-cut in a southerly direction in order to see it. We have now got what appears to be the lode, and it is divided into two branches, both small. The lode in the 20 ft. level, produced by the cross-cut, is 1 foot wide, yielding 10 cwt. of ore per fm. In the east end we have during the past month regained the lode; it is half a foot wide, worth 2 cwt. of ore per fathom. In pitch No. 9, in the back of this level, the lode has turned poor, stopped; in pitch No. 12, in the back of this level, the lode is 4 in. wide, worth 3 cwt. of ore per fathom. This stope is expected to improve shortly. In pitch No. 16, in the back of this level, the lode is poor, stopped. In pitch No. 17 in back of this level the lode is 7 in. wide, worth 4 cwt. of ore per fm.—Middle Level : In the end going east the lode is half a foot wide, with stones of ore; country hard. In the rise, driving west in the back of this level, the lode is 1 foot wide, worth 10 cwt. of ore per fm. In the 20 ft. level, we hope that it will soon improve. In pitch No. 1, west in back of this level, the lode is 9 inches wide, but poor, stopped for the present. In pitch No. 15, east in the back of this level, the lode is 14 ft. wide, containing 8 cwt. of ore per fm. In pitch No. 16, east in the back of this level, the lode is 24 ft. wide, yielding 25 cwt. of ore per fathom. In about a fortnight we hope to be able to set pitch No. 16 west, which will yield a good supply of ore. In the end driving west from the bottom of the winze No. 3, the lode is 2 feet wide, worth 12 cwt. of ore per fathom. The air is at present very bad in this working, but we are putting in air-pipes, which will, we hope, enable us to continue driving better. Since my last report, the lode in the 20 ft. level, driving north from the bottom of winze No. 1, under this level

MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

WENDRON CONSOLS.—A country correspondent informs us that the prospects in this mine are much improved, and that it is likely soon to be placed amongst the dividend-paying mines. The managing agent is Capt. Bray, and the purser Mr. F. Hill, of Helston. We congratulate the company on their position.

WEST WHEAL TRANNACK, in Sithney, is idle, and the materials for sale. **ROSEWARNE UNITED** is richer than ever, particularly in the western part, the land, we believe, of Mr. Huthnance.

WEST ROSEWARNE.—At a meeting of the promoters of this mine, held on Monday last, at Camborne, it was resolved that an engine of 60-in. cylinder (instead of 40, as first proposed), should be erected; also, that Mr. Samuel Grose should be the engineer, and Mr. Tregay, of Camborne, the surgeon of the mine. This mine is likely to be a prize. We have been assured that upwards of 50 applications were made to Messrs. Grylls and Hill for the grant; that fact shows the estimation in which it is held. The grant which was given a few months ago, and supposed to be illegal, because the seller's authority was doubted, has been made the subject of a lease for 21 years, due 1-18th.

NORTH WHEAL UNITY, also in Gwinear, is much improved of late. We are glad, if only for the sake of its respectable manager, Capt. Hugh Stephens. We infer from all we hear about the mines in Gwinear, that it bids fair to become a counter part of the far-famed Camborne district at no distant period.

EAST WHEAL VOR will shortly leave a profit to the adventurers.

PENMORKE AND EAST CRIVNIS.—After what we mentioned, last week, respecting these mines, we are gratified to learn that so many of the forfeited shares have been already applied for, and allotted, as to leave no doubt of the whole being disposed of to eligible parties.

WEST ROSEWARNE.—We are informed by a correspondent in Camborne that the gentlemen to whom the lease of this mine was put in possession of it by the lord's agents on Monday last, so that all doubt as to the title is quite removed, and that operations are about to be commenced with vigour. The increasing prosperity of Rosewarne United, which is situated immediately east, is a circumstance highly commendatory of this mine; and the fact that Reliance Mine, immediately west, was rich to the 180 is another circumstance in its favour. It is situated between two rich mines, having the lodes of both passing through the entire length of the sett. A powerful engine is being erected in Rosewarne United, towards the western part of that mine, in which direction the copper is better in quality and more abundant than in the eastern side. It is not unlikely that this engine will assist in draining West Rosewarne; but an engine of ample dimensions to try the latter will be erected forthwith. The opinions of Capt. Joseph Vivian, of North Rosewarne, and Mr. Samuel Grose, engineer, have been consulted as to the best situation of the engine.

WHEAL GRENVILLE.—The following interesting account of this mine is from a personal inspection by a correspondent:—"I was at the mine yesterday. There is nothing new in either of the cross-cuts. The 70 is still driving in the elvan, and is letting out a large body of water. Capt. Odgers thinks that when the elvan is got through the lode will be found close by, and he daily expects some discovery. I went carefully over the whole set, and was much struck with the excellence of the situation, particularly of the south ground, in reference to our rich neighbours. It is, undoubtedly, as fine a run of ground as any in the neighbourhood. If you will take the map of the district, you will observe three or four south lodes in South France, which will be the Grenville. Two of these are the Grenville, and the other, or that which the 85 will open, did not make much ore in our neighbourhood. Close to the northern boundary of South France you will observe a lode that is laid down a short distance in West France, and then for the entire length of this sett, where it is marked 'main lode.' This is the South France main lode, that has made enormous returns in that mine; it runs for nearly a mile through Grenville, is 130 fathoms north of the engine-shaft, and upon it the Newton shaft has been sunk. The best part of the sett is here, and it ought at once to be vigorously prosecuted. It is a beautiful valley for nearly the entire length of the sett, and how the late party so long neglected this ground is to me a matter of astonishment. The Newton shaft is badly placed, being close upon the western boundary; it ought to have been sunk in the centre of the run with a 70-in. engine, to command the whole of the ground. The present engine will take us down from 80 to 90 fms.; and long before that point is reached there is every probability that a rich mine would be opened. The shaft is now down 28 fathoms, sinking on the course of the lode, and I would urge you to hold a committee meeting, and at once decide upon pushing on operations here as fast as possible. The other part of the sett is of comparative unimportance to this. Capt. Odgers thinks, that by erecting a small water-wheel and four heads of stamps, at a cost not exceeding 1000l., he could return sufficient tin from the back of Newton lode to meet half the cost, probably more. In addition to a long run upon the South France main lode, their new north lode, on the West Basset extreme south lode, after passing through the verge of Condurrow sett, but underlying into Grenville, runs through the western part of our sett for 200 fms. This lode could be reached in about 20 or 30 fms. cross-cutting from Newton's shaft, so you will see that the objects to be obtained by pushing on operations in this part are of twofold importance. On this West Basset lode, in South France, they have 150,000l. worth of reserves, and in West Basset it has, I believe, proved very rich. This is the only one of the West Basset lodes that can pass through our sett, the others taking a more westerly direction than laid down in the maps; this, however, does not detract from Grenville; you have lodes enough and ground sufficient for three ordinary mines, and if you will only work vigorously, and not be niggard of the cost, there is every probability of your having a very valuable mine; but Newton is your chief ground, and lose no time in prosecuting it. You have no expensive preparatory work to go through. The engine is there, and can be put to work, and the water forked in a couple of days. I enclose you a sample of the tin from Newton lode; it is of very rich quality. This lode made a great deal of tin at a shallow depth in South France, those workings have a character as the enclosed. I think I have dwelt upon all the chief features of the sett, and hope you will be able to understand me. Of the value of the sett there cannot be two opinions; there is a fine chance of something very great there, and if you push on the Newton works, in a few months' time your shares will command almost any price."

CROOKHAVEN MINE.—Mr. Warton has announced the sale of this property by auction, in one lot, on the 17th of October next. The mine is situated in the parish of Kilmore, in the County of Cork, and is bounded on the north by the Atlantic, and on the south by the large and commodious harbour of Crookhaven, which affords ample facilities for shipment of ores, materials, &c. The sett is an extensive one, about one statute mile in length on the run of the lodes, and comprises about 130 statute acres. It is surrounded by several mines of great promise. The bearing of the lodes of the Bercham Mine, which have yielded large returns for many years, is supposed to run in the direction of these mines. Eleven lodes are traceable upon the sett; an engine-shaft has been sunk to the depth of 42 fms., and cross-cuts, each about 30 fms. in length, have been driven in the 20 and 40 fms. levels, which have intersected several lodes, bearing all the promising indications of profitable results in depth; and it is the opinion of several practical miners that at a further depth of 20 fathoms those expectations will be realised, and that a further outlay of no great amount will bring the mine into a profitable state. Besides the above works, two experimental shafts have been sunk, one to the depth of 21 fms., the other to 10 fms., and a communication has been effected by means of a cross-cut; these workings have already produced ore which has realised above 6000l., and may become exceedingly valuable in the future prosecution of the mines. All the buildings, out-houses, dressing-floors and machinery have been arranged with great scientific skill. The sum already expended amounts to about 10,000l., and the inability of some of the late shareholders to contribute additional capital to develop the mine is alleged as the cause of its being submitted to public competition. In addition to the mine, the machinery and materials, all in a substantial state, will be included in the sale.

MINING IN FRANCE.—M. Schneider, director of the iron-works of the Creuzot, has placed near the productions of that establishment, in the Universal Exhibition, a statistical table, from which it appears that the population of the Creuzot has risen from 2400 in 1837, to 14,500 in 1855; that the number of workmen now employed is 9300; that the number of furnaces has increased from 10 to 25; and that they are of 3500 horse-power; and, finally, the sale of the productions, which in 1837 amounted to 2,150,000 frs., was 10,800,000 frs. in 1847, and is at present 22,000,000 frs.

CORNWALL MINING SCHOOL.—Meetings have been held to explain the objects of this school at Callington, Liskeard, Truro, Chacewater, and St. Agnes. The meeting at Truro was addressed by the honorary secretary of the Institution, Mr. Bond, by Mr. Hunt, Keeper of Mining Records in the Museum of Practical Geology, London, by the masters of the school, and others. At the Liskeard meeting, the chair was taken by Mr. John Allen, and various questions were put in reference to the school. The Chacewater meeting, on Friday evening last, was well attended by mining agents and miners. Mr. Moyle, surgeon, presiding. The masters of the school stated the course of instruction to be pursued, and an interesting discussion followed, in which the Chairman and Capt. Michell, Manley, Davies, and Messrs. R. T. Grylls, and J. James took part. On Wednesday evening a similar meeting was held at St. Agnes, and a lively interest was manifested in the proceedings, and in the explanations afforded, by a number of mine agents and miners. At all these meetings a resolution of approval of the school has been unanimously agreed to, and many persons have confessed that the prejudices they entertained against it have been entirely removed.—*West Briton.*

RHYMEY VIADUCT.—The foundation stone of the great Rhymey Viaduct has been laid, and the whole will occupy one year in completion. It is to be 750 feet in length, and will span the valley at a height of 120 feet. The whole is to consist of sixteen arches, each 45 feet in span, and to be built of stone and brick, to carry a double line of railway. This great undertaking is designed to take the Taff Vale Extension Railway over the Rhymey Valley to a junction with the line now in course of construction from Rhymey to Cardiff. Mr. C. Liddell is the engineer.

RAILWAY CAPITAL.—From a return recently issued, it appears that the 103 bills promoted by railway companies in the late session of Parliament were for raising 21,005,796l., including 5,045,288l. on loan; but that only 77 of them received the Royal Assent, authorising the raising of 15,851,466l., of which 4,504,538l. is to be raised on loan. In the session of 1854 it was proposed to raise 26,918,551l. for railway purposes, but Parliament granted powers to raise 14,096,334l., including 3,320,159l. on loan. In the session of 1855 powers were sought to raise 38,493,119l. by various railway bills, but only 19,131,074l. of that amount was authorised to be raised, including 4,223,308l. on loan; and in the session of 1856 powers were sought by railway companies to raise 14,714,635l., but only 8,471,687l. of that amount was authorised to be raised. Powers were sought by railway companies in the four sessions above mentioned to raise in the aggregate 161,733,081l., but of this amount 57,551,631l. was authorised to be raised, being not much more than half the amount for which powers were sought.

Among the bankrupts in the *Gazette* of this week, we find Sir George de la Peer, Beresford, Bart., of Fludry-street, Westminster, mining and commission agent; Abalom Francis, of George-yard, Lombard-street, dealer in mining shares; Joseph Player, Winchester-buildings, Broad-street, mining agent; Edward Wadge, Linkinghorn, Cornwall, auctioneer; Christopher Vicky, Bridgman, Tavistock, Devonshire, scrivener; and Jas. Pinnison, Headingley, Leeds, shareholder.

With this day's MINING JOURNAL & SUPPLEMENT is published, which contains—A Battle with the Basalts: being an attempt to deliver the Chief or Primary Crystalline Masses from Plutonic Dominion; by Joseph Holdsworth, Esq., M.G.S.F., &c.—Minerals and Minerals of America: No. VI.; by Charles Samuel Richardson, C.E.—"Alluminium," the New Metal—On British Mining, as an Investment—Mining Statistics—Coating Metals—Canadian Railways, &c.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET, London, Sept. 8, 1855.

COPPER.		s.	d.		BRASS (sheets)		p. lb.	12½ d.
Sheathing and bolts ..	p. lb.	0	1	2	Wire			11½ d.
Bottoms		0	1	3				
Old (Exchange)		0	1	0½				
Best selected	ton	129	0	0	Foreign		23 17 6	24 0 0
Tough cake		126	0	0	To arrive		23 15 0	—
Tin		126	0	0				
South American		110 0 0	112 0 0	—				
IRON.		per ton.			In sheets		29 10 0	30 0 0
*Bars, Welsh, in London.		9 10 0	9 15 0					
*Ditto, to arrive		9 5 0	—		English, blocks	126	0 0	—
*Nail rods		10 0 0	10 10 0		Ditto, Bars (in barrels)	127	0 0	—
*, Stafford, in London	12	0 0	12 10 0		Ditto, Refined	131	0 0	—
*Bars ditto	11	0 0	11 15 0		Ranca	127 10 0	—	
*Hoops ditto	12	0 0	12 15 0		Straits	125	0 0	126 0 0
*Sheets, single	12	0 0	12 15 0					
Pig, No. 1, in Wales	5	0 0	5 5 0					
Refined metal, ditto	8	5 0 0	8 10 0					
Bars, common, ditto	8	10 0 0	8 15 0					
Ditto, railway, ditto	8	10 0 0	8 15 0					
Ditto, Swed. in Lon. ton.	11	0 0	11 15 0					
Pig, No. 1, in Clyde	4	1 6 4	2 0 0					
LEAD.								
English Pig	23	0 0	23 10 0					
Ditto sheet	24	0 0	—					
Ditto red lead	24	0 0	25 0 0					
Ditto white	26	10 0 0	27 0 0					
Ditto patent shot	26	0 0	—					
Spanish, in bond	22	0 0	23 10 0					
American		none.						
PORTLAND CEMENT.								
Swedish, in kegs, to arr. 10.		0 0	0 10 0					
Ditto, in faggots	20	0 0	21 0 0					
English, Spring	21	0 0	22 0 0					
QUICKSILVER	p. lb.	1s 9½ d.	1s 10½ d.					
* In Liverpool, 5s. per ton less.								
* At the works, 1s. to 1s. 6d. per box less.								

REMARKS.—The demand for metals has not in any way diminished. The market keeps remarkably steady, and prices are rather favourable to sellers. The general aspect of the market is good, and we do not anticipate any material declension in the value of metals for the present.

COPPER.—As the meeting of smelters gradually draws near, so sellers are less disposed to receive orders, and the general impression in our market is that higher prices will be announced: 1267 tons of ore were sold at Swansea on the 4th inst., and 1748 tons will be brought forward on the 18th inst.

IRON.—The houses in Thames-street have issued notices to the effect that, in addition to the advance which took place on the 11th of August, a further advance of 20s. per ton is now declared in Staffordshire qualities, and 10s. per ton in English. The market is firm, and closes with a good business doing. Scotch-pigs have fluctuated 1s. to 2s. per ton, with a tolerable amount of business being transacted. The price on 'Change' quoted by sellers, 80s. 6d. mixed numbers, cash, with a steady market.

LEAD.—The enquiries for pig exceed supplies, and it is likely prices will change for the better.

SPELLTER.—The market generally has been firmer, at 24l. on the spot; a few parcels have been sold for arrival, at 23l. 10s., since 'Change to-day.

TIN.—English and foreign are quiet, without change in prices.

TIN-PLATES continue in excellent demand. Makers are full of work.

GLASGOW, SEPT. 7.—During this week our market for pig-iron has been without much excitement, prices fluctuating between 81s. and 81s. 6d., with a fair business doing. To-day, however, in consequence of the Bank of England rate of discount having been raised, the market became flatter, 80s. having been accepted, closing firm at this price. There is still a fair demand for shipment iron, and the exports continue considerable. Shipments for the week ending September 1:—Foreign, 3915 tons; coastwise, 4867 tons=8782 tons. In the corresponding week of 1854 they amounted to 11,930 tons.

LIVERPOOL, SEPT. 6.—We have to report continued activity in our metal market, and a steady business has been done during the past week. Scotch pig-iron alone has fluctuated, the prices ranging from 80s. to 82s. for warrants, mixed numbers, f.o.b. in Glasgow, and afterwards falling to 81s., at which we close to-day, rather sellers. All kinds of Staffordshire and Welsh manufactured iron and rails are in steady request. Contracts for immediate shipment, as well as for forward delivery, are being freely made at the enhanced rates, although some fears have been expressed that the advance would check the demand, but as yet there is no evidence to confirm such apprehensions. Tin-plates are still much enquired for, and higher rates are willingly paid. In English Tin, Lead, and Copper, the demand exceeds the supply, and in Lead an advance of 10s. per ton has been declared. Copper is without change in price, but the tendency is upwards. The general aspect of the trade is healthy and satisfactory. The quotations are:—Iron: Merchant bar, 82 1/2s. per ton.—Tin: Common block, 126s. per cwt.; common bar, 127s.; refined block, 131s.—Tin-plates: Charcoal, 10, 33s. to 33s. 6d. per box; coke, 10, 28s. to 28s. 6d.—Lead: Sheet, 23l. 10s. per ton; pig, 22l. 10s. per ton.—Spelter (cake), 24l. 6s. per ton.—Zinc (sheet), 30l. per ton.—Copper: Bolt and sheathing, 1s. 2d. per lb.; tile and tough cake, 126l. per ton; best selected ditto, 129l.—Yellow metal sheathing, 1s. per lb.—Steel: Swedish keg, 18l. 10s. to 19l. per ton; fagot, 20l. to 20l. 10s. per ton.

PARIS, SEPT. 6.—In our last we announced the satisfactory appearance of the metal market here, stating that there appeared a tendency upward rather than otherwise; and now, as regards the iron market, we may observe that the movement continues in the same course. Sheets have been much in request, and an almost immediate rise is by many considered certain. The temporary fall in pigs in the Glasgow market has had no effect on ours, and great hopes are entertained that in a very short time there will be as good a demand as ever, whilst prices will probably be much more favourable to the seller. At St. Denis, the Ancres states that there is a very great activity in the pig-iron market, and from purchasers being unable to buy for immediate delivery, contracts are entered into for distant dates at the prices of the day. The water is becoming rather low, and it is much feared that a slackening in the market must take place, if they continue much longer without rain. At Besancon, the prices obtained at the ironmasters' fair, although firm, with a decided upward tendency, were not actually advanced, as it was fully anticipated they would be. Messrs. Maitland, Cuthbert, and Co., rue Neuve-des-Capucines, with regard to the share market, state:—"It is evident from the tone on 'Change,' that should anything decisive happen before Sebastopol, the rise in all stocks will be very considerable. We must again call attention to the extensive operations in the shares of the Credit Mobilier, the business on the Bourse having been lately almost entirely confined to them, and to shares of undertakings connected with that establishment. We have directed attention to these shares, when they were quoted 115 fr., and they have risen, as we anticipated, advancing 230 fr. per share in the month. It is reported that the Credit Mobilier is about effecting a fusion of all the insurance companies, on very advantageous terms to itself, and that it has, moreover, in hand various projects that will be productive of large profits, such as to enable the directors to declare dividends that will justify a great advance even on the present price of the shares. Indeed, an impression prevails that at no distant date the shares of the Credit Mobilier will be at the same price as those of the Bank of France. In Railways, there has been but little business since last advices, but as we then alluded to the possibility of the Midi and Great Central taking up most of the Pyrenean lines among them, we are happy now to add that a treaty is on the point of being signed between them to that effect, which has given rise to operations in their shares, almost the only railway shares in which any amount of business has been done. Another enterprise, which appears to possess much favour with the public, has been quoted on 'Change' this week—the Compagnie Imperiale des Voitures de Paris, in the shares of which sales have taken place at a high premium, and it is not improbable that they may rise in proportion to those of the Societe Generale des Omnibus, which continue largely dealt in, at more than double the price of their emission. Shares of the Compagnie Generale Maritime, of the Societe Autrichienne, and of the Societe de la rue de Rivoli, have also continued in demand. The Banque de Darmstadt will pay a dividend of 25 fr. per share shortly, should no unforeseen circumstance occur. We understand that the Compagnie Nationale du Caoutchouc Durel has been placed under the auspices of the Credit Mobilier, and we fully expect to learn that the much greater resources of the Caoutchouc couple have been appreciated by the same establishment. By those most competent to judge of the operations of the Credit Mobilier, it is considered that it will give a dividend of 200 fr. per share for this year, at the expiration of which the capital will probably be raised to 120,000,000 fr. (30,000,000 fr. above the capital of the Bank of France), by the emission of 120,000 shares at par (500 fr.). A preference will be given to the holders of the actual stock; consequently, should the dividend prove to be 200 fr. for the year, a new share in the Credit Mobilier will only cost the present holder 30 fr., while it is quoted this day at 185 fr. The *Journal de Commerce* states that the rise noticed for laminated iron has not yet become general, although many houses have refused large orders at present prices. Pig-iron is also very firm, but there is not much doing. At Liege, the metal market is very active, and fresh contracts are daily entered into, both for

home consumption and for exportation. At the meeting of the Association of Coal Ironmasters, at Sonmez, it was unanimously resolved to advance the prices of descriptions of charcoal from 10 frs. the 100 kilos. The winter trade now opening in so early as usual by a month, orders are now extremely plentiful, and the ironmasters generally promise an amount of activity which will even surpass that enjoyed last year. Charcoal pigs are very scarce, France continuing to purchase in enormous quantities, and many railways would this winter have been unable to procure a sufficient, but from the blast furnace of Valenciennes, at Silivernus, having been in, after nine years' inactivity. The Besnoir furnace, at Ypres, will be blown immediately, after remaining idle for five years. In the coal trade of Charleroi we have to notice the conclusion of several important contracts, at advantageous prices. The transit of coal by all the railways has been considerable.

MINES.—Speaking generally, the mining market has not been very active this week, though a fair demand has existed for a few favourite mines. Clifffords have been enquired after at 245 to 255, being a great rise on late quotations. Rosewarne have reached 260; Hender, 54 to 55; Sordridge Consols improved to 63 1/2, upon the good report received last count day, but afterwards receded to 63 1/2. West Sordridge receded 7s. 6d., 8s.; the lode here, it is expected, will be cut in about a fortnight. Since our remarks upon Wheal Grenville were written, last week, a personal inspection of the mine has been made by a correspondent, and report will be found in another column. East Frongoch has been enquired after, at 14s. to 16s.; West Seton, 350; South Frances, 550 to 600. North Unity, the lode in the 36 fm. level is worth 15l. per fm. Cradock Moors have been in demand, and have advanced to 20.

We have received one or two communications upon the Portland Cement Company, from which it would appear great disappointment is felt at the half-yearly meeting, due in July last, has not been convened. Reason assigned by the secretary, as we are informed, but which does not seem to satisfy many of the shareholders, is that the balance-sheet has been sent up from Scotland, although letters have been repeatedly written to the manager upon the subject.

SATURDAY, SEPT. 1.—Cubert United, 10s., 11s., 12s. 6d.; Marke Valley 5 to 5 1/2; North Robert, 32 1/2 to 33; Sordridge Consols, 6l. 18s. 9d.; East Trefusis, 35s.; North Basset, 28 1/2, 29, 29 1/2; North Rosewarne, 18s. 15s., 17s. 6d.; South Tamar, 7 1/2 to 7 3/4; South Crofty, 4; Sordridge Consols, 6 1/2 to 6 15 1/2; Trefusis, 10 1/2; West Seton, 28 1/2; Wh. Grenville, 3 1/2 to 3 1/2.

TUESDAY.—Alfred Consols, 12 1/2 to 12 1/2; Condurrow, 11 1/2 to 11 1/2; Great Sordridge, 11s., 12s. 6d., 10s.; Great Wheal Vor, 15s. 3d. to 15s. 6d.; Lady Bertha, 33s., 35s., 32s. 6d., 35s.; North Basset, 28 1/2 to 29; Sordridge Consols, 6 1/2 to 6 15 1/2; Trefusis, 10 1/2; West Seton, 28 1/2; Wh. Grenville, 3 1/2 to 3 1/2; North Robert, 32 1/2 to 33; Sordridge Consols, 6l. 18s. 9d.; East Trefusis, 35s.; North Basset, 28 1/2, 29, 29 1/2; North Rosewarne, 18s. 15s., 17s. 6d.; South Tamar, 7 1/2 to 7 3/4; South Crofty, 4; Sordridge Consols, 6 1/2 to 6 15 1/2; Trefusis, 10 1/2; West Seton, 28 1/2; Wh. Grenville, 3 1/2 to 3 1/2.

WEDNESDAY.—Lady Bertha, 32s. 6d., 35s., 30s., 32s. 6d.; North Robert, 32 1/2 to 33; Pedin-andrea, 2 1/2; Rosewarne, 255; Sordridge Consols, 6 1/2 to 6 15 1/2; Trefusis, 10 1/2; West Sordridge, 7s. 7s. 6d., 8s.; Wheal Grenville, 3 1/2; Wheal Kitty, 4 1/2.

THURSDAY.—Alfred Consols, 12 1/2, 12 1/2, 12 1/2; Condurrow, 11 1/2, 11 1/2, 11 1/2; East Frongoch, 16s.; East Buller, 8 1/2, 8 1/2, 9 1/2; East Trefusis, 35s., 14s. to 15s.; Great Sordridge, 9s., 10s., 11s.; Trefusis, 25s. to 27s. 6d.; Lady Bertha, 30s.; Marke Valley, 5 to 5 1/2; North Basset, 28 1/2 to 29; Rosewarne, 255, 245, 240; Sordridge Consols, 6 1/2; West Sordridge, 7s. to 8s.; Mary Ann, 37 1/2; Wheal Grenville, 3 1/2; Friday.—Alfred Consols, 12 1/2, 12 1/2, 12 1/2; Condurrow, 11 1/2, 11 1/2, 11 1/2; East Frongoch, 16s.; East Buller, 8 1/2, 8 1/2, 9 1/2; East Trefusis, 35s., 14s. to 15s.; Great Sordridge, 9s., 10s., 11s.; Trefusis, 25s. to 27s. 6d.; Lady Bertha, 30s.; Marke Valley, 5 to 5 1/2; North Basset, 28 1/2 to 29; Rosewarne, 255, 245, 240; Sordridge Consols, 6 1/2; West Sordridge, 7s. to 8s.; Mary Ann, 37 1/2; Wheal Grenville, 3 1/2; Friday.—Alfred Consols, 12 1/2, 12 1/2, 12 1/2; Condurrow, 11 1/2, 11 1/2, 11 1/2; East Frongoch, 16s.; East Buller, 8 1/2, 8 1/2, 9 1/2; East Trefusis, 35s., 14s. to 15s.; Great Sordridge, 9s., 10s., 11s.; Trefusis, 25s. to 27s. 6d.; Lady Bertha, 30s.; Marke Valley, 5 to 5 1/2; North Basset, 28 1/2 to 29; Rosewarne, 255, 245, 240; Sordridge Consols, 6 1/2; West Sordridge, 7s. to 8s.; Mary Ann, 37 1/2; Wheal Grenville, 3 1/2; Friday.—Alfred Consols, 12 1/2, 12 1/2, 12 1/2; Condurrow, 11 1/2, 11 1/2, 11 1/2; East Frongoch, 16s.; East Buller, 8 1/2, 8 1/2, 9 1/2; East Trefusis, 35s., 14s. to 15s.; Great Sordridge, 9s., 10s., 11s.; Trefusis, 25s. to 27s. 6d.; Lady Bertha, 30s.; Marke Valley, 5 to 5 1/2; North Basset, 28 1/2 to 29; Rosewarne, 255, 245, 240; Sordridge Consols, 6 1/2; West Sordridge, 7s. to 8s.; Mary Ann, 37 1/2; Wheal Grenville, 3 1/2; Friday.—Alfred Consols, 12 1/2, 12 1/2, 12 1/2; Condurrow, 11 1/2, 11 1/2, 11 1/2; East Frongoch, 16s.; East Buller, 8 1/2, 8 1/2, 9 1/2; East Trefusis, 35s., 14s. to 15s.; Great Sordridge, 9s., 10s., 11s.; Trefusis, 25s. to 27s. 6d.; Lady Bertha, 30s.; Marke Valley, 5 to 5 1/2; North Basset, 28 1/2 to 29; Rosewarne, 255, 245, 240; Sordridge Consols, 6 1/2; West Sordridge, 7s. to 8s.; Mary Ann, 37 1/2; Wheal Grenville, 3 1/2; Friday.—Alfred Consols, 12 1/2, 12 1/2, 12 1/2; Condurrow, 11 1/2, 11 1/2, 11 1/2; East Frongoch, 16s.; East Buller, 8 1/2, 8 1/2, 9 1/2; East Trefusis, 35s., 14s. to 15s.; Great Sordridge, 9s., 10s., 11s.; Trefusis, 25s. to 27s. 6d.; Lady Bertha, 30s.; Marke Valley, 5 to 5 1/2; North Basset, 28 1/2 to 29; Rosewarne, 255, 245, 240; Sordridge Consols, 6 1/2; West Sordridge, 7s. to 8s.; Mary Ann, 37 1/2; Wheal Grenville, 3 1/2; Friday.—Alfred Consols, 12 1/2, 12 1/2, 12 1/2; Condurrow, 11

At Grey Mare Mine meeting, on Aug. 31 (Mr. R. Boyle in the chair), the directors reported that the liabilities against the mine amounted to 400*l*. The question of the legality of making a call until 2*nd* Oct. had been paid upon all shares (about 4300 having paid 1*st* 1*st* per share, they having been allotted at that price, in accordance with a resolution passed on July 9) was discussed, and the holders of those shares agreed to pay the additional 1*st* as a loan to the company, the company guaranteeing the repayment on or before January 1, 1857. A call of 3*rd* per share was made.

At Nant-ar-Nelle meeting, on Tuesday, the 4th inst. (Mr. John Beddoe in the chair), the accounts showed a balance against adventurers of 114*l*. 7*s*. 11*d*. A call of 4*th* per share was made, payable in seven days.

Laxey, Foxdale, Nether Heath, Swanpool, East Loggias, Tamar, and South Tamar, have sold lead ore.

Great Douglas United, Great Beam, Wheel Kitty (St. Agnes), Wheel Gaskus, Great Polgoth, Great Wheel Vor, St. Austell Consols, and Boscan, have sold black tin.

At Boscan, the monthly sale of black tin, on Tuesday last, was 19 tons 3 cwt. 22 lbs., which produced 130*l*. 15*s*. The 7*th*, 8*th*, and 9*th* levels were opening good tin ground. The slide shaft is now sunk 7 fms. under the 9*th* level, containing a lode from 5 to 6 feet wide, with good stones of tin. The prospects of the mine are most favorable.

Wheel Gaskus sold on the 27th Aug. 6 tons of black tin, at 70*l*. 5*s*. per ton, being the produce of four weeks' stamping.

St. Austell Consols, on the 1st inst., sold two parcels of black tin, which produced 29*l*. 14*s*. 6*d*., also, a second parcel of uranium.

Hawkmoor Mine sampled, on Aug. 31, 40 tons of ore, of good quality. Capt. James Richards reports the workings as satisfactorily progressing.

Wheel Agar sampled, on Aug. 29, two parcels of copper ore, computed at 24 and 9 tons, of 4*th* and 13*th* per cent. produce.

In another column we publish the particulars of biddings for 40 tons of Nether Heath ore. They also sold 40 tons on July 16, are working to a handsome profit; and expect to divide 2*nd* *sd*. per share before Christmas.

At Coosham Mine, in the county of Cork, Ireland, they have cut a splendid course of ore in sinking a winze from the 8 to the 16 fm. level, under the deep adit, which adit is 20 fms. deep, all the size of the winze, producing grey ore, mixed with gossan, quartz, carbonates, malachites, and oxides of every colour, worth 35*l*. per ton. The 16 is pushing towards it.

At Calstock Consols, the lode is now estimated to be worth 40*l*. per fm.

During the week shares have changed hands in the following:—

DIVIDED MINES.—Alfred Consols, Bedford United, Devon Great Consols, Great Wheel Vor, North Wheel Bassett, Rosewarne United, South Wheel Frances, Spearhead Consols, Tamar Consols, Tincroft, West Bassett, West Seton, Wh. Mary Ann, Wheel Trevelyan, Wheel Wrey, Mining Company of Ireland.

MINES WHICH HAVE SOLD ONE.—Cliff and Wentworth, Craddock Moor, Devon Wheel Buller, East Buller, East Gunns Lake, East Loggias, Great Wheel Alfred, Nant-ar-Nelle, North Rosewarne, North Wheel Robert, North Wheel Unity, Sortridge Consols, Trevelyan, Vale of Towy, West Sortridge, Wheel Grenville, Wheel Hender, Wheel Kitty (Vale Lode).

MINES WHICH HAVE NOT SOLD.—Clowance Mines, East Frongoch, Nant-ar-nelle, Prigant Consols, Tamar Maria, Trevelyan Consols.

At the Wildberg Great Consolidated Mining Company meeting, held at the Hotel Dierck, Cologne, on Aug. 31 (Mr. Robt. Carter in the chair), the accounts showed—Balance in hand of the company, 2534*l*. 11*s*. 11*d*.; and against the company on the working account, 2760*l*. 4*s*. 11*d*. The working expenses to June 30 have exceeded the receipts by 514*l*. 18*s*. 3*d*.; against which, the estimated value of ore, &c., at gross and in hand at date is 14,297*l*. 8*s*. (A detailed report will be found in another column.) Under date Aug. 30, Capt. J. M. Champion reports that the walls of the wheel-pit are progressing well. The new winze for the Dora shaft is in hand, and would, he anticipated, be completed and ready for work on the following Saturday.

At Garnett and Moseley Gold Mining Company meeting, convened for Wednesday last, for taking into consideration the present position of the company, and finding means to liquidate the liabilities, and prevent the mines, and other property, falling into the hands of creditors, there was not a sufficient number of shareholders in attendance to constitute a meeting; consequently no business was transacted, but it appeared, from a statement of accounts prepared, that the balance against the mine to the end of last year was 5107*l*. 43*s*.; and, according to the last advice received from Capt. Parry, dated Aug. 1, that unless he received 4000*l*. by the return steamer, the personal property, including the engines, machinery, furniture, &c., would be sold the beginning of the present month (September), and the real estate, consisting of the land and mines, the middle of the month, a course which he deeply regretted, as 5000*l*. had been already spent upon the property. It was stated that they had upwards of 200,000 tons of sand at surface, which, by Bradford's machine, yielded gold to the value of 2*sd*. per ton, but according to the report of Messrs. Johnson and Matthey 8 ozs. to the ton. It was stated that the present meeting was called with a view of showing the crisis at which the company had arrived, and some dissatisfaction was expressed in Mr. Swaby absenting himself, he having induced many to embark large sums of money in the undertaking. Mr. Sutton said they could not do any business upon the present occasion, and as they must have the general meeting, according to the Deed of Settlement, during the present month, they must hope for further advice from Mr. Parry by that time. Mr. Tennant was of opinion that if they operated upon the sand at surface, and suspended mining operations for the present, they would be enabled to make most satisfactory returns; at the same time the shareholders must come forward to assist in liquidating the existing liabilities.

The Alten Mining Association have received their mining report from the 7th to the 21st Aug. :—At RAIPAS, the water has now subsided to the level of the 30, and unless prevented hereafter by heavy rains, we hope to be able to resume the bottom stopes in the course of a fortnight. The 10 fm. working continues to yield fair returns on tribute, and the shallow adit workings, although fluctuating, have latterly improved, and now looks more encouraging. At Old Mine, in the stopes, both east and west of Bergmeister's, there is no change calling for remark since last report. The lode is still rather changeable in the tramroad level; it is again smaller, being about 1 ft. wide, and yielding some stones of ore, but more mixed with gossan than before. The lode in the east sink is about 4 ft. wide, and is again tolerably regular, composed principally of quartz and muddle, with spots of ore in places. On the whole, it looks more promising than we have seen it for some weeks. We expect to hole the shallow adit to this place in about a week or ten days. At UNITED MINES, in the level driving south under Woodfall's lode, the lode yields stones of ore, but continues irregular. The pitches call for remark. At MURIEL'S, we have nearly cleared and secured the old shallow adit into the basin of the shaft, which we propose draining, and hope to be ready to commence forking the water the latter part of this week. There is no alteration in the adit. At RIVERA, the tributaries are making some fair returns from a small lode discovered a little to the south-west of the old workings. They have laid it open on the backs about 8 or 10 fms. in length; it is from 1 to 2 1/2 ft. in width, yielding good work in places.

La Fortuna Mining Company have received their report, dated Linars, Aug. 27 :—At CANADA INCOCA, the 3d level, driving east of Taylor's winze-shaft, is improving daily; we have in this end a lode 15 inches wide, with good stones of lead, from 1 ton of lead ore per fm. The 4th level, end of same shaft, is not driven so far on, and is at present poor, being disordered with the cross-ore we spoke of in our last report; we expect a change shortly in this end. At Taylor's winze-shaft, we have cut ground for the tackle, put in a pen-house, and resumed sinking by six men, at a price of 200 reals per vara. We have sunk this shaft under the 3d level 9 varas, and hope to communicate it to the 4th level speedily, as we have good ground. At Taylor's engine-shaft, we have cut the distern-plat, and squared down the shaft sufficient to put in the same. We are now cutting bearer-holes, and shall immediately commence to put in the plunger-lift at the 4th level. In La Gloria winze we have cut down a stope of ground which was left in the winze; this is down to the 5th level, and we shall now drive east under the 5th level 10 varas more to sink to communicate with the La Gloria. At Adria's lode, we have driven a cross-cut under the 3d level, which we are getting on fast with. We have driven a cross-cut under the shaft, and cut a plat, and have now set the shaft to sink under the 3d level 10 varas four men; price 450 reals per vara. O'Shea's shaft we are sinking as usual. The 3d and 4th ends west are at present poor, but we expect a change shortly, as the ground is altering, and the lode getting larger. We are clearing up San Pedro shaft on our south lode. Our tribute pitches are looking well. At Los SALIDOS, we have been idle for a week, in consequence of our engine-men being sick, but they are now better, and we have resumed sinking Morris's engine-shaft with our Englishmen.—S. KENDALL; W. WILLIAMS.

The Lusitanian Mining Company have received Captain T. Chegwin's usual report at Pahal, dated August 27, which runs thus :—At PALMAL MINE, the ground at Taylor's engine-shaft continues much the same as it has been for some weeks past. The lode in the 3d fm. level, east of Taylor's engine-shaft, is 3 ft. wide, producing 2 tons per fm. The lode in the 4th fm. level, in the back of the 3d, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 5th fm. level, in the back of the 4th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 6th fm. level, in the back of the 5th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 7th fm. level, in the back of the 6th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 8th fm. level, in the back of the 7th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 9th fm. level, in the back of the 8th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 10th fm. level, in the back of the 9th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 11th fm. level, in the back of the 10th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 12th fm. level, in the back of the 11th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 13th fm. level, in the back of the 12th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 14th fm. level, in the back of the 13th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 15th fm. level, in the back of the 14th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 16th fm. level, in the back of the 15th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 17th fm. level, in the back of the 16th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 18th fm. level, in the back of the 17th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 19th fm. level, in the back of the 18th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 20th fm. level, in the back of the 19th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 21st fm. level, in the back of the 20th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 22nd fm. level, in the back of the 21st, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 23rd fm. level, in the back of the 22nd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 24th fm. level, in the back of the 23rd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 25th fm. level, in the back of the 24th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 26th fm. level, in the back of the 25th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 27th fm. level, in the back of the 26th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 28th fm. level, in the back of the 27th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 29th fm. level, in the back of the 28th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 30th fm. level, in the back of the 29th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 31st fm. level, in the back of the 30th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 32nd fm. level, in the back of the 31st, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 33rd fm. level, in the back of the 32nd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 34th fm. level, in the back of the 33rd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 35th fm. level, in the back of the 34th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 36th fm. level, in the back of the 35th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 37th fm. level, in the back of the 36th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 38th fm. level, in the back of the 37th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 39th fm. level, in the back of the 38th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 40th fm. level, in the back of the 39th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 41st fm. level, in the back of the 40th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 42nd fm. level, in the back of the 41st, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 43rd fm. level, in the back of the 42nd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 44th fm. level, in the back of the 43rd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 45th fm. level, in the back of the 44th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 46th fm. level, in the back of the 45th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 47th fm. level, in the back of the 46th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 48th fm. level, in the back of the 47th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 49th fm. level, in the back of the 48th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 50th fm. level, in the back of the 49th, is 1 ft. wide, with 1 1/2 tons per fm. 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The lode in the 91st fm. level, in the back of the 90th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 92nd fm. level, in the back of the 91st, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 93rd fm. level, in the back of the 92nd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 94th fm. level, in the back of the 93rd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 95th fm. level, in the back of the 94th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 96th fm. level, in the back of the 95th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 97th fm. level, in the back of the 96th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 98th fm. level, in the back of the 97th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 99th fm. level, in the back of the 98th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 100th fm. level, in the back of the 99th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 101st fm. level, in the back of the 100th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 102nd fm. level, in the back of the 101st, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 103rd fm. level, in the back of the 102nd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 104th fm. level, in the back of the 103rd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 105th fm. level, in the back of the 104th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 106th fm. level, in the back of the 105th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 107th fm. level, in the back of the 106th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 108th fm. level, in the back of the 107th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 109th fm. level, in the back of the 108th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 110th fm. level, in the back of the 109th, is 1 ft. wide, with 1 1/2 tons per fm. 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The lode in the 121st fm. level, in the back of the 120th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 122nd fm. level, in the back of the 121st, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 123rd fm. level, in the back of the 122nd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 124th fm. level, in the back of the 123rd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 125th fm. level, in the back of the 124th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 126th fm. level, in the back of the 125th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 127th fm. level, in the back of the 126th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 128th fm. level, in the back of the 127th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 129th fm. level, in the back of the 128th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 130th fm. level, in the back of the 129th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 131st fm. level, in the back of the 130th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 132nd fm. level, in the back of the 131st, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 133rd fm. level, in the back of the 132nd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 134th fm. level, in the back of the 133rd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 135th fm. level, in the back of the 134th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 136th fm. level, in the back of the 135th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 137th fm. level, in the back of the 136th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 138th fm. level, in the back of the 137th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 139th fm. level, in the back of the 138th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 140th fm. level, in the back of the 139th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 141st fm. level, in the back of the 140th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 142nd fm. level, in the back of the 141st, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 143rd fm. level, in the back of the 142nd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 144th fm. level, in the back of the 143rd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 145th fm. level, in the back of the 144th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 146th fm. level, in the back of the 145th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 147th fm. level, in the back of the 146th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 148th fm. level, in the back of the 147th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 149th fm. level, in the back of the 148th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 150th fm. level, in the back of the 149th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 151st fm. level, in the back of the 150th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 152nd fm. level, in the back of the 151st, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 153rd fm. level, in the back of the 152nd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 154th fm. level, in the back of the 153rd, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 155th fm. level, in the back of the 154th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 156th fm. level, in the back of the 155th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 157th fm. level, in the back of the 156th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 158th fm. level, in the back of the 157th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 159th fm. level, in the back of the 158th, is 1 ft. wide, with 1 1/2 tons per fm. The lode in the 160th fm. level, in the back of the 159th, is 1 ft. wide, with 1 1/2 tons per fm. 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Notices to Correspondents.

♦♦ Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be regularly filed on receipt: it then forms an accumulating useful work of reference.

SALES OF ORES.—We are preparing our usual Statistical Returns of the Sales of Copper, Tin, and Lead Ores, for the quarter ending Sept. 30, and shall feel greatly obliged for all particulars that may be forwarded. Purchasers and others are reminded, that by accurate returns being forwarded to us on the termination of the quarter, the produce of their mines being properly reported will be insured, and the occasional complaints of inaccuracy avoided.

COAL IN LOCOMOTIVE ENGINES.—Sir: Hearing that Mr. Beattie, of the South-Western Railway, has patented an invention, to facilitate the use of coal instead of coke in locomotive engines, allow me to state that a locomotive, constructed on Dimpfel's principle, burning anthracite coal, has been for some time past running with great success on the Reading Railway. Another of the same class of engines is also working on the Providence and Worcester Railway, using Cumberland coal.—AN AMERICAN ENGINEER: Sept. 5.

ELECTRIC LIGHT.—Sir: I was much interested in your notice of the electric light at Deal, which, it was stated, had been so successful as to induce the Commissioners to negotiate with the company for lighting the town on that principle. On enquiry, however, I find that you were misinformed; or, at least, that the information as to its success was somewhat premature. I understand that, on consideration, the electric light has been deemed inapplicable for the many streets of a town; that the apparatus has been since removed; and that a contract has been entered into to light the town with gas for a new term of ten years.—E. G.: Sandwich, Sept. 4.

A similar note to the above having appeared in the *Daily News*, Mr. W. H. Harrison, secretary to the Electric Light, Power, and Colour Company, has addressed the following reply:—"Sir: With reference to the remarks of your correspondent, I beg to say that the conclusion arrived at by the Commissioners of Deal was not based on any defect in the light, which was perfectly successful, as stated by your telegraphic correspondent, but was owing to the fact that many of the commissioners are shareholders in the gas company, and accordingly, with their friends, negatived the adoption of it by a majority. I may also add in candour, that while the electric light is beyond all question adapted for lighting up large spaces, wide streets, squares, &c., and more especially for coast lighting, it is probable that gas will still continue in use for illuminating narrow lanes. You may judge for yourself by a visit to the Lyceum Theatre, in front of which Prof. Anderson has contracted to make use of the electric light as one of the marvels of the day, although not coming within his magical category."

MR. ENNOR, AND HIS FRIEND, MR. CLEMENTS.—Sir: It seems strange that Mr. Ennor could not, when on his late tour, find a person to inform him who James Clements is. I will just tell him that he is a miner from St. Austell, and now lives at Liskeard, who was the resident agent at Applowmere Mine, in St. Ives, and who is now engaged at Looe Quay, looking after the copper ore from West Caradon Mine. But it appears that he is somewhat opposed to Mr. Ennor's theory, and the manner he has been writing about Sharp Tor; therefore, probably, he did not wish to find him out.—ONE WHO HAS WORKED WITH JAMES CLEMENTS, IN PEMBROKE MINE: Sept. 5.

FOURTEEN AND LANCARROW.—Sir: Among the list of mines which have sold ores, I observe this mine included. May I ask, through your Journal, whether any information can be given respecting this concern, and the amount of its sales? It is long since I have received any, although I hold shares therein.—A SUBSCRIBER: Sept. 4.

MINING MANAGEMENT.—Sir: I trust other mines will be induced, by your observations in last week's Journal, to give shareholders who cannot attend meetings fair notice of intended alterations, reforms, operations, and expenses; and thereby afford them an opportunity of objecting, by letter or proxy, if money is to be voted, shares forfeited, salaries increased, unintelligible accounts presented, a new captain appointed, &c. Now, may a self-sufficient large shareholder have everything his own way, both in the management and in the expenditure of the mine? If he does not attend, or, if there, are taken by surprise, and agree to they know not what.—ABSENT: Sept. 1.

WHEAL CHARLOTTE.—Sir: I should feel obliged if some of your readers would give any information as to the position of this mine; or why the usual bi-monthly meeting has not been held?—J. S.: Sept. 3.

BOYALACK MINE.—Sir: In your Journal of July 14, Mr. B. Lambert published a list of dividends paid by mines, in which Boyalack was put down as having paid only 7½ in the six months ending June 30; whereas, it should have been 21½. Feb. 7½, April 7½, and June 7½. Surely, Mr. Lambert could not have intended to depreciate the value of the property, by making it appear the mine only paid 5 per cent. on the value of the shares?—CONSTANT READER: Sept. 6.

BRUCUTE GOLD MINING COMPANY.—"A Shareholder" (Derby).—The number of shares issued are 47,905. A call of 6d. per share was made for the purpose of continuing the explorations, and to pay the expenses of re-modelling the company under the Limited Liability Act, by which the shares must be increased to 107, each, reducing the number to 4790, with 3s. paid. It will be necessary to raise a capital to work the mines, as the amount already raised has been expended in examining the property, and other preliminary expenses.

WHEAL ZION.—Referring to the "Notice" which appeared in last week's Journal, we have been requested to state that, at a meeting of shareholders on July 10, 1855, it was proposed, on the motion of Mr. Stables, seconded by Mr. Bell, "That Mr. Peter Watson having for a long time acted as a member of the committee, the thanks of the shareholders be given to him for the very ready assistance he has on all occasions given to promoting the company's interest; and, on his removing to a residence in Cornwall, too distant to enable him to continue on the committee, this meeting desires to record its cordial wishes for his prosperity." On Mr. Watson's return to London, he was again elected a director, for which he was considered especially qualified from his local knowledge; and we are also informed that he still retains a large interest in the company. The depreciation in the value of the shares arises from the prospects of the mine not being so promising at present.

MID-WALES RAILWAY.—Sir: The remarks respecting this new project, in last week's Journal, I fancy were written under some misconception. The scheme now promoted by Mr. Howells, of Welsh Pool, and Mr. B. Piercey, is not the Bra Valley project, but entirely antagonistic to the requirements of that district—in fact, it is nothing more or less than a revival of the scheme brought forward in 1852 by the London and North-Western Company, which failed for want of district merit, and this present scheme bears the same impress. I may refer to your highly respected mining correspondents in this district for a corroboration of the fact, as also to the columns of the *Shrewsbury Chronicle*.—J. D.: Minsterley, Sept. 3.

NATIONAL BRAZILIAN MINING ASSOCIATION.—Mr. Oxenford is on his return home from the mines, and shortly after his arrival it is expected a meeting of the shareholders will be called, to determine on future operations.

NORTH ROSEWARNE.—Sir: The name of a good mine is very often taken advantage of to push off others of a bad character. It is very much to be wished that person investing capital in mines should be acquainted with the position and the old name of the mine in which they purpose to invest. A new name is sometimes not always given to conceal a bad character. Now, North Rosewarne is a part of Duffell Mine, which was formerly worked by Lyle and Co., at a loss. North Rosewarne is the western part of the main lode in Duffell. There is nothing whatever discovered to warrant a premium on the shares; and, as a friend, I would advise intending adventurers to institute enquiries into the real character of the mine before advancing any money on shares. I know nothing of the promoters or adventurers, but having heard it stated that shares are sold at a high premium, I give this caution to speculators.—JOHN BULL: Cumborne, Sept. 3.

WHEAL LADY SILVER-LEAD MINING ASSOCIATION.—Sir: Will you inform me where this mine is situated, whether they are working, and whether the shares are of any value? I understand 3d. per share has been paid.—W. G.: Leeds, Sept. 4.

WHEAL PREU.—Sir: In answer to the enquiry of "Patience," I beg to inform him that at a general meeting of shareholders, on March 7, 1855, a resolution was passed to stop the mine, sell the machinery, and pay off the liabilities. A committee was appointed to carry out this, with power to employ an accountant, or such other person, to assist them as they might deem necessary, which has been done; and in the course of the month a meeting will be called, to examine the accounts, and to make such call as may be deemed necessary.—READER: City, Sept. 6.

BRUCUTE MINING COMPANY.—Sir: The remark I made at the recent meeting of this company was, that the shares of the St. John del Rey Company were worth only 25s. at the time I went out to the mines, and by an alteration in the working, raised them to 14d.—WM. VERRAN: Llanidloes, Sept. 6.

JENNINGS'S PATENT REVERBERATORY FURNACES.—Sir: It probably is not known to Mr. Jenkins that the very description of furnaces he professes to have patented have been at work at the Greenleaf Lead Smelting-Mills for the last five years and upwards. Mr. Addison, of Penrith, Cumberland, was the gentleman who first erected them there, and has worked them successfully for the above period. The use of these furnaces is, consequently, at the choice of the public.—C. DODSWORTH: Haydon Bridge Iron-Works, Sept. 2.

PRACTICAL MINING.—Sir: In your Journal of Saturday, my calculation of the power requisite to lift 300 gallons from a depth of 100 fms. is quite mis-stated. It should have been— $300 \times 10 \times 2 \times 600 = 360,000$ —35-6 horses; and not as stated—thus: $300 \times 10 \times 2 \times 600 = 360,000$ —35-6 horses. You will perceive that there is a material difference in the two statements.—C. DODSWORTH: Haydon Bridge Iron-Works, Sept. 2.

THE MARIQUITA MINING COMPANY.—Sir: Despite your reporter's assertion, I re-assert distinctly that the Chairman of the company passed me in the vestibule of the London Tavern not two minutes after I had left the room, previous to which I had seen him vacate the chair, and the meeting break up; and notwithstanding your reporter's experience in attending public meetings, I further say that, without the election of another Chairman, the whole thing was illegal and irregular, when recorded in the official minute-book as a vote of thanks unanimously passed by the meeting in question.—C. RICHARDSON: Field House, Whitchy, Sept. 3. [By the publication of the foregoing, we hope Mr. Richardson will be satisfied we are not actuated by the feelings he imagines, and now allow the matter to rest. Indeed, as we are informed, had the vote of thanks been proposed at any period of the meeting, it would have been carried, with one dissentient—Mr. Richardson.]

ST. JOHN DEL REY MINING COMPANY.—The net profit on the produce for May was 2773s. 5s.

VALE OF TOWY MINE.—We have ascertained that the 210 shares sold by auction by Mr. Thomas on Aug. 23 last were put up in one lot, and fetched 18s. 3d. per share. Although divided into several lots in the catalogue, Mr. Thomas, at the time of the sale, announced that they must be disposed of in the way we have stated.

"T. C." (Belgravia).—Operations at the mine have been suspended since the commencement of July; the accounts of the people were in a very unsatisfactory state, several of them having large arrears due. The property is unquestionably a good one, but has cruelly suffered by mismanagement and the nefarious conduct of those who called themselves "the promoters," but who have really been the destroyers of the property. The solicitor of the land proprietor should see for the dues which are still remaining unpaid. No one will advance any capital while the present individuals are connected with the mine; the shares are valueless, as no one who knows the character of these individuals will risk their money, knowing that chicanery and all manner of schemes are likely to be practised.

MINING MANAGEMENT.—Sir: Residing at a distance, and unable to attend mining meetings, I nevertheless, watch their proceedings, and am glad when they are brought critically under the notice of the public, or of parties interested, through the columns of your valuable Journal. From all observed, I am more and more convinced that divers of these concerns, now profitless, would yield a fair return, if managed with economy and uprightness; and I am ever anxious that secretaries and pursers should present their accounts in such a form as might give the shareholders a distinct view of the company's affairs. This, however, is not always the case: on the contrary, there is often a palpable mystification, or a lumping together of merchants' bills, office expenses, and other items, in a way that cannot be satisfactorily understood, and yet cannot be readily, on their announcement, called in question. Now, I ask, why are not abstract accounts sent round with the notice of meetings, as is done in railway concerns, that the partners may come prepared to seek explanation, and state their deliberate opinion of the management?—HOMER: Fairland, Sept. 5.

PORT PHILLIP AND COLONIAL GOLD MINING COMPANY.—We cannot ascertain when it is likely the long-promised meeting will take place.

"M. R." (Preston).—Mr. David Musket's patent grate, designated by the patentee the "Palmerston Furnace," was described and illustrated in the Supplement to the *Mining Journal* of Sept. 9, 1854.

NATIONAL BRAZILIAN MINING ASSOCIATION.—We differ from our correspondent; and, on the contrary, have reason to believe that, upon the return of Mr. Oxenford, Mr. Sheppard, who has exerted himself so much for the interest of the undertaking, will co-operate with that gentleman, and take active measures for settling the affairs; a stronger proof, indeed, could not be adduced than the fact of the shares, which for many months were only 1½, being now firm at 3 to 3½.

Sir: Can any of your correspondents inform me whether Mr. R. F. Davis, a director of the Mutual Life Assurance Society, and Chairman of the Australian Gold Mining Company, is the same gentleman of that name connected with the unfortunate Blaenavon Iron and Coal Company?—DELTA: Sept. 7.

BLAENAVON IRON AND COAL COMPANY.—Sir: At the request of "An Expositor of Abuses," you copied some admirable remarks of Mr. Evan Hopkins in your last Journal. I have just had brought to my notice an article on "Railway Morals, and Railway Policy," which appeared in the October number of the *Scotsburgh Review*. What is good as regards the rail, must be equally good for iron; and the shareholders of this company ought to be as grateful to the writer of that article, for his courageous honesty, perspicuity, and suggestive reasoning, as any other joint-stock company, whatever may be the nature of its commercial enterprise.

What you may judge for yourself how far my own impressions are correct, I will place before you a few quotations from this remarkable, well-timed production, and which my brother-shareholders especially would do well attentively to peruse.—O. P. Q.: Monmouthshire, Sept. 6.

"T. G." (Bath).—We believe our correspondent is in error respecting the price of shares—indeed, we are informed that they can be purchased at even less than the sum named.

SOUTH ROBERT AND SORTRIDGE UNITED.—Sir: Having noticed, in last week's Journal, a prospectus of this new company, I should like to be informed if one of the two lodes which they have cut is not the Yenoton iron course, which is pretty well known in this neighbourhood; and if the other, which they report to be gossan, is not just like one of the lodes of the Borough Down iron lodes. Also, whether Devon Great Consols cross-roads, which is represented as passing this way, is not out of a line altogether?—P. H. BARRATT: Tinsley, Sept. 5.

In course of preparation, a NEW NUMBER of The Mining Manual, Almanack and Guide.

To be continued annually, price 2s. 6d.

The contents will comprise elaborate Statistical Returns of Mines and Metals; comparative values of Shares; lists of Dividends and Calls; all the Home and Foreign Mining Companies, their directors, committees, and officials. Names and situation of the Collieries and Iron-works in England, Wales, Scotland, and Ireland; together with a valuable selection of Miscellaneous Information, of use to the Capitalist, Miner, and Adventurer.—Office, 26, Fleet-street, London, where all communications are requested to be addressed.

♦♦ The MINING JOURNAL has been duly registered at the Post Office, and the Stamped Edition (6d.) can, therefore, be posted and re-posted, as heretofore, for the period of 15 days, care always being taken that the stamp is to be plainly seen. The Unstamped Edition (5d.) can be forwarded by post on affixing a postage stamp.

♦♦ For the accommodation of our City correspondents, communications or reports may be left at Messrs. HANCOCK AND SHARP'S, No. 20, Tokenhouse-yard, where there is a box to receive them; but in all instances it will be preferred that they be sent direct to the office, 26, Fleet-street.

THE MINING JOURNAL Railway and Commercial Gazette.

LONDON, SEPTEMBER 8, 1855.

THE NEW LIMITED LIABILITY ACT.

Parties who take an interest in the promotion and formation of joint-stock companies with limited liability, ought to bear in mind that the recent legislative measure legalising that principle, embraces, and in effect embodies, the former Act for Incorporation and Registration of Companies. There is no alteration whatever as to the preliminary steps necessary to be taken to obtain complete registration, as the requirements of the pre-existing law still continue; the main and, indeed, only distinction, in that respect being, that, under the former Act, the certificate of registration was general, while it is now special with limited liability. In all future companies seeking to avail themselves of the privilege, there must be, as there have hitherto been, a board of directors, a deed of settlement, and the recent Act is, perhaps, more strict in requiring auditors than the Registration Act had been. Companies must, therefore, be formed under the new law in precisely the same way as they had hitherto been under the Registration Act, registration being essential, and the only distinction being in the terms of that registration; the words WITH LIMITED LIABILITY being inserted in the certificate to be henceforth granted, when all the necessary requirements of both Acts combined have been complied with. The recent Act also enables certain classes of companies to be registered with limited liability, which could not previously avail themselves of the Registration Act; but the machinery of registration, save as to the restriction of the responsibility, continues in every respect the same as heretofore.

Such of our readers as have carefully studied the very elaborate articles which had recently appeared in the columns of this Journal, cannot fail fully to understand the operation of the existing law of registration with limited liability, in all its several bearings. As, however, very peculiar interest is attached to the subject throughout every portion of the kingdom, we propose in our next number to give simple and well-defined instructions, with practical directions, as to the formation and constitution of companies seeking to avail themselves of the principle, in which we shall lay down, briefly and clearly, the rules to be adopted, and the course to be pursued, in order to obtain a certificate of complete registration, with "LIMITED LIABILITY."

In the observations on the application of the Law of Limited Liability to the formation of railway companies on a small scale, which appeared in our last Journal, we alluded to the vast legal and parliamentary expenses which have been borne by British railway companies, as a reproach to the Legislature and jurisprudence of the country. A parliamentary paper moved for by Mr. HADFIELD, the Member for Sheffield, towards the close of the session, has been published since our remarks appeared, and we confess we were not prepared for the disclosures it contains as to the amount of preliminary expenditure with which railway enterprise has been encumbered, and which cannot be estimated at much less than 20 millions sterling. This enormous sum, composed of amounts in every instance oppressive, and in some actually prohibitory, although it has flowed into various channels, enriching lawyers and engineers, has been in effect diverted from its legitimate course, which was merely to facilitate the transit of passengers and the transport of merchandise.

The paper to which we have alluded, containing as it does much conclusive evidence of wasteful profusion, still leaves much to surmise, but it, at all events, furnishes irresistible arguments in favour of some general railway code, which, while affirming the principle of limited liability, would confer, under due limitations and control, compulsory powers for the taking of land, the formation of feeders to the trunk lines, and of tramways to the mineral districts. A very erroneous opinion seems generally to prevail, that our system of laws can only be reformed by lawyers; but it is too much to expect, even from the public virtue of both branches of the profession, that they will, of their own accord, surrender the prospects of sharing and participating in the profitable sources of litigation which our parliamentary system of private bills presents. That Ministry will deserve well of the country which shall hereafter devote its

attention to ameliorating the law in this respect; and the improvement introduced by the recent measure of limiting liability in joint-stock enterprises will, we trust, prove but the prelude of future progress.

The return, also, extracted from an important parliamentary paper, which we gave in our last Number, of the registered mining companies which had not complied with the requirements of the law as to the appointment of auditors, proves that the enactment of the previously existing statute in that respect has been in effect but a dead letter. We confess we attach much importance to the necessity of regular audits, which the new law imposes upon companies availing of the privileges which it confers. There are no companies at the present day whose prosperity is so conspicuous as the joint-stock banks; and, perhaps, not only their position, but the confidence which the public repose in them, may, in a great measure, be attributed to the system which they adopt, of publishing periodical statements of their affairs, generally under the hands of their auditors.

Few of the customers of a private bank are acquainted with the capital, resources, or constitution of the establishment to which they confide their money; it is far from surprising, therefore, that importance should be attached to the published balance-sheets of our joint-stock banking associations, and it may, perhaps, be polite to render those periodical statements of their affairs compulsory, as well as uniform, in private as well as in public banking establishments. The regular publication of half-yearly balance-sheets by companies established with limited liability, showing the capital, expenditure, profits, and other incidental accounts, according to official forms to be settled by the Board of Trade, would tend materially to silence objections to the present measure, to afford security to the public, and to insure confidence to companies themselves. We again repeat our recommendation, and earnestly impress upon the promoters of all future companies who shall avail themselves of the very beneficial law recently passed for the protection of their shareholders, the prudence as well as policy of obeying the direction in the Limited Liability Act as to frequent, accurate, and responsible audits. Our desire is to encourage every legitimate enterprise; we think we best effect that object by urging prudence and caution in the formation, as well as in the management, of every company to be henceforth formed. Balance-sheets may, it is true, be fraudulently prepared, auditors may deceive or be deceived, but at all events prudence and publication will be the best preventatives, deception will be soon detected, and few persons conscious of the consequences will continue long to participate in offences which may prove highly criminal and penal.

Prospectuses of various new companies continue from day to day to appear, and amongst those which seem to be attracting attention is the General Coöperage Company, "limited," with a capital of 50,000l., in 5000 shares, of 10l. each, with power to increase to 100,000l. It is proposed to work HAMILTON'S patents for the manufacture of casks of every description, the staves being sawed and fashioned by very perfect machinery. The timber being cut mathematically, the staves can be transported in bulk, and may be fashioned to every shape, and for every purpose, ready for the immediate use of coöperage, and also for shipment to foreign countries. The proprietors of the factory at Bow have agreed to dispose of and transfer to the company their buildings, machinery, engines, tramways, and manufacturing utensils as they now stand, the whole being in excellent order.

A meeting of the shareholders of the Executor and Trustee Company, held on Wednesday, at the London Tavern, at which Mr. MONTAGUE CHAMBERS, a leading member of the Common Law Bar, a Queen's Counsel, and a member of the Legislature presided, has approved of the organization of the company under the Registration and Limited Liability Acts. The meeting further adopted the draft of the Deed of Settlement, which had been submitted as the basis of the constitution of the company, and the executive council was authorised to carry it into effect under the powers of those Acts combined. The statement of the council was received with satisfaction, that there were no debts due in respect of the company, and that all the liabilities incurred by signatures to the subscribers' agreement, had ceased. While the intention was announced of an immediate commencement of business under the protection of the recent Act, the hope was not abandoned of obtaining, when suitable opportunity should occur, an Act of Incorporation.

The prospectus of the London Joint-Stock Warehousemen's Company, "limited," with a capital of 200,000l., in 10,000 shares of 20l. each, paid up, with power to increase to 500,000l., is also before the public. The design is to form an establishment which shall comprise all the principal branches of the wholesale drapery trade, to be conducted on the same scale as the leading warehouses in the City of London. The colossal fortunes known to have been realised by some of the present great houses in that trade, amply justify the formation of such an association; and as capital is the first and essential requisite, profits being proportioned to the magnitude of capital employed, the Limited Liability Act furnishes a legitimate means of securing its concentration. This is the first instance in which the machinery of joint-stock associations has been sought to be applied to this branch of trade, but the announcement of the intention has been immediately followed by another.—The London, Manchester, and Foreign Warehouse Company, "limited." The provisional registration of the latter association is complete, with a capital of 100,000l., in 2000 shares of 50l., with power also to increase the capital to 500,000l. This company has made arrangements for taking up the business and premises of Messrs. ROGERS and Co., who for above half a century had been extensively engaged as Scotch, Manchester, silk, woollen, and general London warehousemen. The immediate assumption of the business of that firm will save the shareholders those preliminary expenses and delays which must necessarily attend the formation of new establishments, and the prosperous example of the joint-stock banking companies leaves little room to doubt, that the warehouse associations in contemplation, conducted by a similar system of management, with equally accurate periodical audits, must achieve the same success.

WHY DO NOT RAILWAYS PAY? is a question very readily put, but not so easily replied to. Why railways should not pay is a proposition which supplies certain subject matter for those to consider whose interest is more immediately involved therein. How can they be made to pay? may be summed up and replied to in two small words, most expressive in their signification, as they are plain in their direction, viz.—Sound Management. Recent half-yearly meetings certainly have exposed much that is unsound in general management—in one instance alone, a deficiency of no less than 4338l. in the value of stores remains unexplained, and has been referred to the investigation of a general committee. Auditors we find at issue with the directors—engineers have been called in to investigate the actual position of the affairs of a company, and report to the directors thereon, when it certainly should be their duty at all times to be acquainted, and thoroughly, too, with the affairs of the company which they represent. If certain directors are neglectful of their duties, let them make way for those who will properly attend to them. A sound direction is the first element of sound management.

The return, moved for by Mr. HADFIELD, the Member for Sheffield, of the legal, engineering, and parliamentary expenses of 160 railways in the United Kingdom, show the lavish expenditure of no less a sum than 14,086,110l. There are 45 railway companies which have made no return. The outlay of the 160 companies who have furnished the returns, for legal and parliamentary expenses, average 88,000l. each, and, taking the 45 other companies to average but 30,000l. each, or 1,350,000l., the total amount would appear to be 15,436,110l. for law, engineering, and parliamentary expenses of 205 railway companies, the chief portion of which must have been expended during the last 10 years. It is further believed that the legal, engineering, and parliamentary expenses of the numerous companies which failed in their attempts to obtain parliamentary powers cannot be estimated at less than 5,000,000l.; but this sum is beside the question, although it makes the whole about 20,000,000l., which has been expended as the cost of railway legislation so far as it has yet been carried. Such an expenditure as this cannot be called, at any rate, sound management. The first return moved for by Mr. HADFIELD, in 1854, showed a total expenditure under the above heads of 3,987,819l., which, added to the preceding amount, makes the total as above, 14,086,110l., being at the rate of about 2000l. per mile for the length of railway opened for traffic, or 200l. per acre occupied by railways and stations of the various companies. This return was at first resisted; it was thought that the account of so enormous expenditure entailed upon companies by the Legislature in obtaining and opposing railway companies' bills might lead to enquiry. Nevertheless, it is to be hoped that investigation will now put a stop to the system which has already shaken confidence, as it now has proved injurious to every description of railway property. The preceding statement certainly demonstrates one practical reason why, in combination with other causes, railways do not pay. The interest upon 14,086,110l., at 5 per cent. per annum, is 704,305l. 10s., a

which, if divided among all the railway companies, would materially increase the dividends of all companies, and impart to some a very satisfactory appearance, when at present it hangs as a dead weight upon them. The question—why railways do not pay? involves another interrogation—Are the means sufficient to the end? Certainly they are; then, if the element of success is in them, why should they not be made to reply to the last. The railway interest is charged with the amount previously stated, which can only now be viewed in the light of a funded debt, with little or nothing to show for it; nevertheless, which has been incurred, and which must be honoured. It certainly may be charged against construction; and, if in proceeding to actual construction of works the directors had to make up the deficiency spent by borrowing from other channels, and in many instances 5 per cent. has to be paid for the amount substituted, still the interest must be paid, although the principal may have been squandered in parliamentary opposition and needless expenditure. The deficiency which has thus been occasioned should stimulate to greater energy, greater watchfulness, and the exercise of rigid economy. Railways, under these altered circumstances, and under a wholesome administration, can thus be made to pay. By-gones be by-gones. The railway system at the first was a system of experiment—every year adds knowledge to experience. That which existed only in theory is now practically demonstrated. Working railways by actual operation have been ascertained, the cost of construction has been incurred, miscellaneous items of expenditure have been entered in the general account, traffic has been developed, if not sufficiently to promise, for in almost every instance it is upon the success is secure unless energy fails; but watchfulness is essential as it is expedient in every department; and discontented shareholders, before they ask why railways do not pay, must be reminded, that they themselves have been sufficiently watchful. Even under present depression, comparatively, year by year the railway revenue is advancing, and experience may be gathered from the past; and we may anticipate that the time is not far distant when railways will be sought for as an investment, although it is only through the exercise of sound discretion, combined with efficient management, railways can only be made permanently remunerative. We shall resume the consideration of the subject: since we are prepared to say—why railways do not pay; why they should pay; and how they may be made to pay.

The increased and daily increasing prosperity of Ireland continues to attract the attention of capitalists; and those who have followed the suggestions which have from time to time appeared in this Journal may well congratulate themselves on having obtained secure and remunerative investments in the purchase of land in that country. Large estates still proffer themselves in the Incumbered Estates' Court, and if the advantages which former purchasers have derived are inducements to others to follow their footsteps, there cannot be found more legitimate or promising means of speculation. We have often felt surprised that many companies have not been formed for the purpose of availing themselves of the advantages which that Court has afforded, as well by the purchase of property as by subsequent improvement and disposal in such allotments as when sold would be suitable either for occupation or investment. One Association, the Irish Land Company, incorporated by Royal Charter in 1852, and the land, and its management of the estates it has acquired furnishes a useful and favourable guide to future enterprise of a similar nature. This company was established for the express purpose, and was empowered by the Crown to purchase land held in fee simple, and to dispose of the estates to be so acquired at any period within 20 years from the date of the purchase. The charter was granted for 31 years, and, by its terms, limited the liability of every shareholder to the amount of the capital for which he had subscribed. One of the regulations of the company appears to be, that a fifth of the capital should be reserved as a fund for the permanent improvement of the purchased estates, such improvement to consist in draining, constructing, or repairing farm roads, buildings and outhouses, and rendering the land available for its proper cultivation, so as to invest it with a higher marketable value. Feeling that there existed many persons able and desirous of becoming small proprietors, by the purchase of land in quantities varying from 30 acres upwards, at reasonable rates, the company, while securing a fair profit to its shareholders, sought to encourage the class to whom we have alluded, by reserving a portion of the purchase-money to remain on the estate, to be repaid by instalments extending over a considerable period of time. In furtherance of the objects thus in contemplation, it appears by the last audited account, that up to June 30, 1855, a sum of 115,119l. 2s. had been invested in the purchase of estates, and that 10,815l. 1s. 8d. had been expended in draining, stock, implements, &c., and 10,040l. 19s. 1d. in improving the estates which the company had so acquired by purchase. The improvements effected are of a valuable and permanent character; and, although the company have as yet been effected, which was one of the principal designs of the promoters had in view, the company has been enabled to pay to its shareholders a dividend of 5 per cent., after leaving an available surplus. The operations hitherto conducted, and still in progress, must necessarily produce great social advantages in the several districts within which they are being carried on, it may be fairly anticipated that in a comparatively short time this company may calculate, with confidence, on obtaining a safe and profitable return to its proprietors. In directing attention to the purposes for which it was formed, and in pointing out the success with which it has been attended, we may, perhaps, venture to express a hope that other associations of a similar character may be formed on the same model, to follow so excellent an example. A company of a different kind was projected in the summer of 1854, for carrying on an extensive scale, the deep sea and banks on the Western and Southern Coasts of Ireland, with the view of furnishing regular supplies of fish and cured fish to the London, Dublin, Birmingham, and other great ports of the kingdom. The adoption and employment of a steamer, to be used as a carrier in collecting the fish from the several detached vessels, the fishing stations, formed a principal feature in the prospectus, and the promoters naturally conceived that they would thereby secure the regular delivery of fish, in good condition, for carriage to its destinations. The position of limited liability at this period began to occupy the serious attention of the Legislature, who, by a resolution in its favour, had affirmed its principle; it was, therefore, deemed advisable to delay the formation of the company until that measure should be passed into law. It was considered that in the interim the managing director of the company might be most usefully employed in collecting further and more extensive information on the subject, and verifying, by personal enquiries, estimates and calculations which had been previously made, and on which the project had been originally based. The results of his labours were published in a pamphlet, entitled "Observations on the Fisheries of the West Coast of Ireland," and the report of careful and minute investigations for the last 12 months, condensed in the form of a detailed exposition of the subject, furnishes a most satisfactory confirmation of the views of the promoters, and of their confidence of success. We are enabled to announce that measures are now in progress of adoption for carrying out the company under a highly influential board of directors; and we will form one of the many trading associations which will owe its existence to the wise and politic reform of the law for which the last session Parliament promises to be long distinguished.

The GENERAL ANNUITY ENDOWMENT ASSOCIATION held a special general meeting, on Tuesday, for the purpose of altering a rule to enable the trustees, from time to time, with the consent of the board of directors, to invest all moneys of the association, in conformity with the 32d section of the 10th and 19th VICTORIA, cap. 63, or in such other securities, not prohibited by such section, as the board of directors, being the committee of management, may direct. This association has been established 26 years, and if its benefits were more generally understood, there can be little doubt that it would equal any assurance company in the kingdom. They have at the present time an accumulated funded capital of nearly 300,000l., and the proceedings at the meeting gave proof of a system of bungling management that would scarcely be credited. The association, at their own expense, secured the services of an eminent parliamentary agent, who succeeded in obtaining the insertion of the 46th clause, securing to them the privilege of the Act; but, after the bill had passed the Committee of the House of Commons, at the third reading in the Lords, they made an application, which was unknown until the Act had received the Royal Assent, for no alteration was made in the margin, which was as follows:—

"Re-deposit of money withdrawn." The 35th clause now stands thus—"Where any friendly society shall withdraw money invested by them with the Commissioners for the Reduction of the National Debt, such society shall not be entitled to make any further deposit with the said Commissioners without the consent of the said Commissioners, or of the Comptroller-General, or Assistant-Comptroller, under them."

It was remarked at the meeting, that Sir ALEXANDER SPEARMAN, of the National-Debt Office, is of opinion that, if the General Annuity Endowment Association, or any other similar company, withdraw any portion of their capital at present invested with the Commissioners for the Reduction of the National Debt, they will be prohibited from ever again re-investing any money with them. Indeed, it was stated that, through this absurd alteration, if they only drew out 5l. for any purpose whatever, they could never avail themselves again of that security, under the existing law. Under these circumstances, the association was driven to ask permission of the shareholders for power to invest their large capital elsewhere—a power, we need hardly add, most willingly conceded; but the evil to this and all similar societies is evident, as it frequently happens that the money they deposit with the Commissioners for the Reduction of the National Debt may be required to liquidate their ordinary obligations; but once touch it, they can never go there again, thus inflicting an injury on all friendly societies, and depriving the Commissioners of the advantage derivable from their capital.

A third edition of the essay on the *Connection of Geology with Terrestrial Magnetism*, by EVAN HOPKINS, C.E., F.G.S.,* with a new introduction and appendix, 31 plates, and numerous wood-cuts, is a publication of such interest as to demand from us a special notice. The attentive readers of this Journal cannot fail to peruse with pleasure and instruction the very admirable communications which from time to time appear in our columns, and for which the scientific as well as the practical mining community are indebted to the enquiring mind and varied information of the author of the treatise before us. On its first appearance it was reviewed in our columns, and deservedly noticed in terms of high approbation, as presenting the relations of geology and magnetism to the philosophic investigator in a new and original form, proposing and sustaining a theory that all the terrestrial phenomena hitherto attributed to central heat may be traced to, and accounted for by, electro-magnetic currents. To the same causes may be referred the mysterious variation of the needle, and all the varied and remarkable geological combinations which the crust of our earth presents. With scientific acquirements of no ordinary character, Mr. HOPKINS combines an intimate acquaintance with every branch and department of mining operations; and to these he superadds in the pages before us personal observations in several of the most remote and distant portions of the globe. His theory accounts for the remarkable characteristics and appearances of the crystalline series, and the general structure of the primary and sedimentary rocks; while the striking currents and tidal movements of the ocean form important and instructive elements in his illustrations. His researches take a wide range, and in elucidating the connection between the sciences of geology and magnetism, Mr. HOPKINS unfolds to the most scientific, as well as to the humblest student, the physical operations of Nature, both past and present. The essay embraces the general polarity of matter, the structure of rocks, their transitions and dislocations, and the laws regulating the distribution and concentration of all metalliferous formations. The different views which he enforces are explained by graphic illustrations of peculiar elegance, and combined with its many other eminently attractive qualities, the treatise is presented to public notice in a shape which entitles it to be considered a perfect specimen of typographical excellence.

The Cubert United Silver-Lead Mines, we are informed on good authority, are now assuming a very favourable position, arising from the improvements which have recently occurred, and still hold good, by which the returns of silver-lead ore have of late considerably increased, 31 tons having been sold on July 30, and 50 tons more will be sampled on or about the 10th inst.; these returns, coupled with the suspension of the underground operations at Trebiskin, will be the means of saving the proprietary not less than 1500l. per month, according to the managing agent's estimate, and will further enable the company to prosecute with vigour the operations at Trebellan, where the improvements and prospects are so encouraging, and the estimated cost of which, it is believed, will not exceed 2700l. per month; the present returns against such cost will leave a considerable profit. It is not generally known that there has been expended on this property by the present proprietary about 30,000l.—viz., 38s. 6d. per share has been paid in calls, and silver-lead ore raised and sold amounting to nearly 12,000l. The machinery on the mine consists of a new 70-in. cylinder engine, with three boilers, in admirable working condition; and an advantageous contract for supplying the mine with coal for 12 months has been made, to be delivered on the mine at 16s. 6d. per ton.

PONTGIBAUD SILVER-LEAD MINING AND SMELTING COMPANY.—The works of this company are considered the most complete in Europe, and confer the greatest advantage to the neighbouring villages. The whole of the machinery and smelting works, which are erected in the most substantial manner, are conducted by eminent men from Cornwall, who state that disagreement is rarely known to take place amongst the members of the large establishment engaged. It must have been gratifying to Mr. Taylor to be informed by Capt. Rickard that although the price paid for labour was very low, many of the French workpeople had deposited large amounts from their earnings, through the regularity of attendance to their duties, and economical, although comfortable, manner of living. The whole mining and smelting operations are conducted on the spot, the produce being sent to market in the shape only of silver and lead; and there appears little doubt that eventually it will prove a most successful adventure. The elegant compliment recently paid to Mr. John Taylor, whose sons are the directing engineers of the works, and under whose superintendence they have been matured, as recorded in last week's Journal, must have proved a very pleasing and satisfactory acknowledgement.

NAUTICAL LOCOMOTIVE—TRAVELLING TO AMERICA IN NINETY HOURS.—A singular law suit was recently tried in Paris, respecting a French invention, for which application has been made for an American patent. M. Mondot de Lagorge, invented some years ago a species of vessel, called by him a "nautical locomotive," which he pretended could go from Havre to New York in 90 hours, and, though merely skimming on the waves, could brave the most violent winds, without rolling or pitching. He took out patents for his invention in France and England, and determined to take out one for the United States also. Accordingly in May, 1844, he went before Mr. Lorenzo Draper, who was then the American Consul at Paris, executed the ordinary formalities, and deposited the necessary plans for obtaining one. Mr. Draper offered to cause his brother, who was in business in the United States, to do what was necessary to procure the patent; and M. de Lagorge gave him the sum of 1630l., which was calculated would be required for the expenses. Ten years passed away, and M. de Lagorge never got his patent. Thinking that this was owing to the negligence of Mr. Draper, he, in January last, brought an action against him before the Civil Tribunal of Havre, to obtain restoration of the 1630l., and damages for his neglect. Mr. Draper represented that all he had done in the matter was in his consular capacity, and that, therefore, he was not subject to the jurisdiction of a French court. But the Tribunal decided that the objection was not valid, and ordered the case to be gone into on its merits. On the 2d March, the affair came on, but Mr. Draper did not appear. The Tribunal, after hearing M. de Lagorge's statement, condemned Mr. Draper by default to restore the 1630l., and said that he was liable to pay damages, but before fixing the amount, it required the plaintiff to give an estimate of them. Mr. Draper having taken no steps to have this judgment set aside, it, after a certain delay, became definitive. M. de Lagorge, in virtue of it, applied to the Tribunal to assess the damages. His calculation was, he said, that his "nautical locomotive" would have produced a profit of 1,080,000l. for each of the fourteen years, during which the patent, if obtained, would have lasted. But as no "nautical locomotive" had actually been constructed, and as, therefore, his invention had not been brought to the test of experience, he was willing to set the damages at the moderate sum of 200,000l., which was less than one-fifth of one single year's estimated profits, and less than one-seventh of the whole fourteen years' profits. Mr. Draper resisted the demand, on the ground that having acted gratuitously for M. de Lagorge, he could not be held responsible for any damages which that person might have sustained, and that it was even hard on him to have to repay the sum which had been advanced; that, besides, M. de Lagorge had not proved that he had sustained any damage, as

his invention had never been anything more than a mere project; and, finally, that it was by that gentleman's neglect to do what was required that he (Mr. Draper) had not taken out his patent. The Tribunal, after examining all the circumstances, decided that Mr. Draper had been guilty of some slight neglect in the business, but that as he had acted gratuitously, and as, besides, it did not appear that the plaintiff could have sustained anything like the enormous loss he represented, no other person having appropriated his invention, he should only pay 200 l. damages and the costs.

LIMITED LIABILITY, AND PARLIAMENTARY OBLIGATION.

[FROM A CORRESPONDENT.]

Much misconception has arisen in relation to the Act for Limiting Liability, which under no circumstances can be considered otherwise than a public Act. Its operation, in the first instance, has been supposed calculated to be taken such advantage of as even totally to supersede the necessity of any application to Parliament in respect of certain private measures,—for instance, a railway. Whenever private interest seeks to interfere exclusively with public privilege the aid of the Legislature has invariably been sought. Private intention is one thing, the public good is another. It is, therefore, neither reasonable nor just to suppose, by passing the Limited Liability Act, that Parliament would ever contemplate, still less so stultify itself as to allow, this recent enactment, however long desired or sought after, to conflict or come into collision with that system and practice which ages have established, and which, under so many varying circumstances, have generally and uniformly been pursued. Such an idea at once pre-supposes from Parliament, as it were, an utter abandonment of its own distinctive jurisdiction, or a total suspension either of all control, or of its own existing rights and privileges.

All joint-stock companies are in their nature very closely allied to ordinary partnerships; nor can any right to participate in profits be presumed to exist without liability to contribute towards possible losses. The promotion of any joint-stock company, be it a railway or canal company, a gas or a water company, a dock or a harbour company, or the like, resolve themselves at once into private enterprise.

An iron company, a smelting company, or any other company, is equally a private enterprise. So also is a banking company, or an insurance company, and so identically they will each continue to exist, with this difference—viz., that in the latter instances a charter is frequently resorted to, to obviate the necessity of an application to Parliament, while in the former instances, as almost a preliminary proceeding, an Act must first be obtained, and more especially whenever sufficient powers are sought for or required to enable or authorise a compulsory purchase, occupation, or holding of lands—for the demanding and enforcement of dues, charges, or tolls—for the alteration, crossing, disunion, or other interference with roads, streams, or rivers—for the right of incorporation under one common seal—or for the privilege of suing or being sued; in short, wherever sufficient powers are required, either to enforce or give legal effect to any undertaking whatever, or duly to carry the project into execution, notwithstanding the Limited Liability Act, the sanction of Parliament must be obtained. Consent, certainly, can accomplish anything—nay, everything—although it would be Utopian in opposition to conflicting interest, which the advancement of any measure will always provoke, to imagine that enterprise, on whatever basis, and however sound, would acquiesce in being left at the mercy of any principle which is undefined in its application, and quite as vague in its signification, as liability was when unlimited. Mining adventure, in one respect, comes under the same category as the preceding—at any rate, so far as enterprise is concerned. Nevertheless, mining enjoys the exclusive protection of the Cost-book Principle. Mining is liable to no such contingencies as compliance with form or standing orders. It incurs no risk of opposition, nor the expense of an application to Parliament, under the effects of which many speculations have long been encumbered. As matters of private enterprise, *strictly* *generis*, in respect of limited liability, all undertakings now are alike identified, but neither to such an extent as to preclude the necessity of an application to Parliament whenever those powers before referred to are necessary to be sought for, or required. The costs and charges consequent upon the promotion or opposition of a bill in Parliament may be great; nevertheless, the Act, once obtained, has its privileges. We may, it will be said by some, buy gold too dear, yet there is that security under an Act of Parliament which, until the passing of the Limited Liability Act, could never have been obtained without it. Had the present limitation of liability existed, there never had been occasion that the genius of Sir WALTER SCOTT should have been, by anticipation, as it were, mortgaged in order to redeem those obligations which he personally had never entered upon, or to liquidate those engagements which he never had incurred. There had been even less necessity for the Winding-up Act, and less occasion for the consequences it has entailed on so many. Having, however, special reference to the exclusive powers which Parliament has conferred, limited liability never can be construed to signify one idea more in the practical application of the term, as conveyed within their own abstract meaning, better understood by some, perhaps, when their position is altered and rendered as liability limited.

There is, however, another important principle conceded by Parliament which, under certain circumstances, will tend to do away with parliamentary expenses, and which it is only right should be further investigated. The Act recently passed to regulate the management of the metropolis, while it creates for its own purposes district boards and boards of works, it conveys powers not only to hold, but also to purchase, or make compensation for, lands and other hereditaments which may, under a compulsory clause, be required. Clause 151 of this Act sets forth, in reference to the Lands' Clauses Consolidation Act of 1845, that the expression therein, "the promoters of the undertaking," wherever used, shall mean the "Metropolitan Board," or "District Board," as the case may be. As "promoters," therefore, the Metropolitan Board of Works (clause 144) is relieved from incurring either the risk or cost of obtaining an Act of Parliament in future, excepting wherever the expense of the work contemplated shall exceed 100,000l. It is also provided that before the Metropolitan Board commences any works, the estimated expense shall even exceed 50,000l.; then the plan and estimate shall first be submitted to, and approved of, by the Commissioners of Her Majesty's Works and Public Buildings. Lands, however, are not to be taken compulsorily, except by the Metropolitan Board, and then only with the consent, in writing, of one of Her Majesty's principal Secretaries of State.

To the extent, therefore, of 50,000l., as "promoters," the Board of Works may proceed with their undertaking, without either first obtaining an Act of Parliament, or making application to the Secretary of State, and even without the approval of Her Majesty's Commissioners of Works and Public Buildings. To this extent the jurisdiction of the Metropolitan Board is sole and separate. The Board of Works, however, before applying for the consent of the Secretary of State for taking land, &c., under any circumstances must publish notices, at least once in four consecutive weeks, in one of the daily newspapers of their intention; also notices to owners and occupiers must be given, and plans deposited—in short, the Board must proceed after a similar manner as to notices and deposit at present followed by railway and other similar undertakings.

For public purposes, as the Act states, the Metropolitan Board is constituted as the "promoter" of all undertakings contemplated by the enactment. The costs and charges of Parliamentary application, to the extent of the expenditure of 100,000l., is dispensed with, subject to certain regulations, and also to the approval of the Secretary of State and Her Majesty's Commissioners of Works and Public Buildings, on obtaining which other proceedings are authorised. The same powers which incorporate either the district or the metropolitan boards, incorporate railway and all other boards. The law of the seal is the vital principle of all corporations, whether elective or otherwise appointed; while the actual "promoter," under the Registration Act, stands in no other relative position, as to the advancement of any legitimate undertaking, than the Metropolitan Board of Works, who, for the purposes of the Act, are the only recognised promoters.

The admission of directions, so comprehensive in their purpose, and so summary and comparatively inexpensive in their mode of proceeding, in respect of public works, will naturally direct public attention to those vast private undertakings which have emanated from, and have been originated solely by, individual enterprise. If the parliamentary privilege of incorporation be essential to the constitution of the Metropolitan Board of Works, it is equally so to a board of directors; and whether corporate powers are delegated by Royal Charter or conferred by Act of Parliament, the fact is sufficient; the means are equally immaterial in relation to the end to be maintained, since the powers conferred are equally efficient. If the end and object be the same, why should the course pursued be differ-

* London: Taylor & Francis, Red Lion-court; and Mining Journal Office, Fleet-street.

The following information respecting the salt formation of Ireland is important and interesting, as it proceeds from one who is intimately acquainted with the manufacture:—Salt rock (writes our correspondent) has been discovered on the Marquis of Downshire's property at Dunrobin Carrickfergus, about eight miles from this town (Belfast). The discovery was made in searching for coal by the nobleman just named, about twenty years since, at a depth of about 550 feet from the surface. It is comprised in a series of strata lying contiguous to each other, the aggregate thickness being about 100 feet. The quality is said to be superior to the Downshire rock salt. Hitherto no springs have been discovered. A company of Belfast merchants has been formed for the purpose of working the mine.

of manufacturing white salt. Already some cargoes of rock salt have been exported to the Continent, and it is anticipated that this trade will be an important advantage on the shipping interest of this port. With respect to the exportation of white salt, nothing can be done here, as we cannot compete with the manufacturers of Cheshire, who have coal at the rate of 7s. per ton, whereas here they are double that price. Again, the Cheshire manufacturers use brine, whereas we shall be obliged to adopt the more costly system of excavating salt rock, from which, when brought to the surface, brine must be made. We must, therefore, confine ourselves to the local consumption, which, however, is about 10,000 tons annually of white salt, principally used by our provision merchants. From these there appears to have been produced about 250,000 tons.

Total 250,000 tons. The neighbourhood of Belfast produces about 15,000 tons. The Dundee Salt Company recently erected works adjoining the terminus of the Ballymena Railway, and are now fully employed in returning and preparing salt for the home and foreign market. The establishment is progressing very prosperously, under the superintendence of Mr. Thomas Story, the efficient manager.

A NEW MOTIVE POWER.

From, perhaps, by some may be said to have had its day. Electricity as a motive power has been proposed to supersede steam as a motive power. The wonders which mere vapour has accomplished have not altogether ended in smoke; *Tempus edax rerum* is an old maxim for reference, and, nevertheless, saving in respect of smoke, it may yet be a gain. Time even was—

When curious Alchemy, with puzzled brow,
Attempted things which Science laughs at now.

Admitting these premises, the idea of a new motive power is entirely of American origin. The new motive power now referred to is proposed to be produced in any quantity, by passing the vapour of sulphur through charcoal. It is said to possess the long-sought-for quality of expanding vapour a given volume of matter, thus producing a certain amount of mechanical power, without the expenditure of the same heat which would be employed in generating the like quantity of steam. The bi-sulphuret of carbon, taking care to provide against any transfer of heat, and observing and duly registering the power which is developed with the same heat and the same boiler, is the proposed acquired power. [This is what Mr. Jonathan designates a new motive power.] The engine with which this application is associated is stated to be of a power equal to six horses, having the form of an ordinary stationary cylinder, 24 in. diameter, stroke of piston 4 in. It is provided with a common short slide valve (as a locomotive), cut off by a lap at about 3 in. stroke from the commencement. It is accompanied by an upright tubular boiler, heated by a spirit lamp, the vapour, whether of water or of the bi-sulphuret of carbon, is finally condensed by passing through a worm or coiled pipe, in a vessel of cold water. The vacuum is obtained by this condensation, the only object being to preserve the material. Resistance is applied by means of a friction wheel, and the feed-pump is provided with cocks, so that either water or bi-sulphuret alone, or a mixture of these fluids, may be forced into the boiler; and it is found that the engine works considerably more rapidly, and with a greater load on the beam, than when fed with the new fluid, whereas with water. How much gain results from this substitution will require much time and very careful experiments to determine, but it is said that the fact of gain is established beyond all doubt. Under the same conditions as before, without interruption of its motion, thus showing that the operation has been conducted without the loss of any heat previously stored in the water. The bi-sulphuret being decidedly more volatile than water, much care is required to measure the heat to this extent while working with the new fluid. Theory and experiment, however, are one thing—practical operation, or working condition, another.

A fluid which expands into vapour with smaller consumption of heat than water, has long been sought for as a motive agent. After water, or any other fluid has been heated to its boiling point, it requires great additional heat to expand it into vapour. Alcohol, ether, and other liquids, expand into vapour of a greater or less volume than water, and absorb, in doing so, a proportionately greater or less quantity of heat; so that it has been acknowledged as a law, that the volume of any vapour is proportional to the heat absorbed, and consequently, that no gain could be derived from substituting other liquids for water. Two fluids, however, are exceptions to this rule, which are mercury and carbonic acid. Both are more economical than water, but both have been proved to be impracticable—the former by reason of its light working temperature (60° Fahr.), and its effects upon the health of those employed in working (the evaporation of quicksilver); and the latter by reason of its low temperature, and low pressure required for condensation, since it boils at a temperature even below zero, as well as by its effects upon the metals of both engine and boiler. The new motive power now referred to, it is said, boils at 106° Fahr., and is capable of developing five or six times the power compared with steam, and is accompanied with no practical difficulties, except an unpleasant but harmless odour, when allowed to evaporate into air.

In continuation, however, we may remark that the calorific or air-engines of Stirling, Ericsson, Wilcox, Bennett, and others, do not adopt this same principle as their motive power—these simply draw from the discharging pipe a large quantity of heat as possible, and transfer it to the receiving pipe. The compound engine of Du Trembley only extracts sufficient heat from the exhausting pipe of the steam-engine to boil ether at a lower temperature, and thus impel the second engine. The "Cloud Engine" of Mr. Sturges, by the introduction of air, creates a fluid which operates more readily than steam after the cut-off—it is, in fact, more economical than worked expansively. The vapour of the bi-sulphuret of carbon has not yet been tested at any high grade of expansion; nevertheless, should it be found to follow the same law as steam, the practical value of the fluid will be incalculable.

GENERATING STEAM BY PEAT.—A series of experiments have been conducted, during the past week, at the engineering works of Messrs. Gwynne, Wharf, Strand, to ascertain the relative power of peat in comparison with coke, when used in the generation of steam. The engine selected for the trial was one of 6-horse power, having a circular furnace 30 inches diameter, with a water-space all round 34 inches wide, which constitutes the boiler-space, filled in and occupied with wrought-iron tubes. The tubes, in the first instance, was filled, after the usual manner, to the ordinary level. The furnace was then charged with 6 lbs. of wood and shavings, and 44 lbs. of coke. The safety-valve was afterwards screwed down to a pressure of 30 lbs. upon the square inch. The fire was immediately lighted, and in 46 minutes steam was blown off. Nothing but the use of the first experiment. The second experiment had reference only to the combustion of peat. The boiler was filled, as in the previous experiment. The furnace was then charged with 2 lbs. of shavings, and 56 lbs. of peat. The peat selected was from Sir James Mathewson's estate, in the Island of Lewis. The safety-valve was then screwed down to a pressure of 3 lbs. upon the square inch, and steam was generated in 29 minutes. The valve was afterwards screwed down to a pressure of 30 lbs., as in the former experiment, and in 34 minutes steam was again blown off. The experiment was considered most satisfactory, although one circumstance was especially noticeable—the total absence of smoke, so perfect was the process of combustion, which clearly indicates that peat is the fuel for general use where smoke-consuming furnaces have failed in their operation, or where, owing to existing sanitary regulations, the use of coal is inexpedient and impracticable.

LARGE MAKE OF IRON.—One of the New British Iron Company's furnaces, at the Raubon Iron Works, which has been lately enlarged and improved by their able and energetic furnace manager, Mr. Thorburn, has put in blast (nearly three months), produced on an average upwards of 220 tons of grey and mottled iron per week.

QUICKSILVER.—According to Dumas, the following mines yielded annually as follows:—Almaden, in Spain, from 2,700,000 to 3,450,000 lbs.; Idria, 648,000 to 1,080,000 lbs.; Hungary and Transylvania, 75,000 to 97,200 lbs.; Deux Ponts, 43,200 to 54,800 lbs.; Palatinato, 10,400 to 12,000 lbs.; Huancavelica, 324,000 lbs.

THE CRYSTAL PALACE, AND ITS MANAGEMENT.

[FROM A CORRESPONDENT.]

As an original shareholder in the Crystal Palace Company, I should be glad to place the following facts and figures before my fellow-subscribers. I subscribed on the faith of a certain expenditure. I find it more than trebled; and with very large returns my property is placed in peril, from headlong, reckless conduct in the outlay. The company was formed in 1852 for the purchase of the original building, at the price of 95,000*l.*, including cost of its removal. The land, 360 acres, was purchased for 169,000*l.*. The contract for the whole further works was 110,000*l.*; and the entire capital being 500,000*l.*, in 5*l.* shares, there remained over the above items 126,000*l.*; but surplus land was actually sold to the amount of 92,600*l.*, so that in 1853 the company was completed with 300,000*l.* expended in the park and grounds, and the building perfect and finished by the prospectus; and 219,000*l.* surplus capital for other expenditure.

Within two years, however, a second 500,000*l.* has been raised in additional shares; 300,000*l.* borrowed on debentures; and 150,000*l.* raised in preference shares. And at 1,450,000*l.*, besides the profit on the land sales, the expended capital now stands with a barely-finished undertaking, in lieu of the original figures, and everything complete.

It is significant that, at this moment, three directors and an auditor resign, while Sir Joseph Paxton also retires.

And now to account, in some degree for the troubled capital: 28,000*l.* was expended in towers which were pulled down; 30,540*l.* was paid to Fox and Henderson beyond their contract; 45,000*l.* was paid one director, now also retired, for "services in respect of land."

"Superintendence" continually occurs as an item in the accounts, and this as an ingredient of unnamed amount, in such gross sums as 29,000*l.*, 55,000*l.*, and 97,000*l.* "Geology," the "extinct animals," cost the incredible sum of 13,729*l.*; "ethnology," the North American figures, 4274*l.*; zoology, the stuffed animals, 3423*l.*, besides "natural history," 2100*l.*; "sculpture," the plaster casts, 12,000*l.*; while another "sculpture with superintendence" stands at 65,664*l.* Again, "miscellaneous," "engineering," "staff," are charged to capital account, though 72,296*l.* is the audited (?) expenditure out of revenue during the past year: 25,811*l.* was expended in forming "the refreshment department," while, besides interest on that sum, 1946*l.* is the "loss on the year on refreshments;" and this measure, it should be remembered, has prevented opening the building and grounds on Sundays.

WEEKLY LIST OF NEW PATENTS.

APPLICATIONS FOR PATENTS, AND PROTECTION ALLOWED.

D. Airey and W. H. Lachance: Rotary steam-engines.—H. H. Watson: Coke.—E. Hall: Gunpowder.—J. Gledhill: Motive-power.—W. J. Murphy: Motive-power.—W. Hopkinson: Steam-engine boilers, furnaces, &c.—J. C. Hadden: Rifled and other cannon.—E. Cooke: Moulds for casting metallic furniture.—W. D. Adams: Locomotive engines.—F. May: Instantaneous light.

WEEKLY LIST OF PATENTS SEALED.

S. Coulson, Sheffield.—Preparation of sulphate of baryta, and in the manufacture of glass when sulphate of baryta is used.

CHINESE "PACKFONG" (similar to our GERMAN SILVER), according to Dr. Fyfe's analysis, is said to consist of—

40.4 parts of copper	5 OZS. 7 DRS. FULL.
25.4 parts of zinc	3 OZS. 1 DR. FULL.
31.5 parts of nickel	5 OZS. 1 DR. NEARLY.
2.5 parts of iron	7 DRS. NEARLY.

100.0 parts. 16 OZS. 0 DR.

STEAM ORGAN.—We understand that an American musician has built an organ, in Worcester (U.S.), to be operated with steam, as a substitute for the air blast. The steam is used at a high pressure, and its sound can be heard more than three miles distant.

THE FIRST TIME-KEEPER MADE OUT OF CLAY.—Mr. Raby writes, from Paris, that this great industrial achievement was deposited at the exhibition on Aug. 22, and that it was inspected by the Queen and Prince Albert with amazement and admiration. The following is an extract from his letter:—"My famous pocket chronometer, made out of that precious aluminium, has been placed in the Panorama, alongside of the bars of the same metal: it keeps time very correctly. All the watches, plates, cups, and wheels, are made of aluminium; and I really believe it is much better for purposes of this kind than the other metals generally employed. It is much lighter, does not require so much power to conduct the wheels, and, therefore, with a heavy balance, will obtain a better result of regularity. It is very hard and smooth when hammered, and the friction will be reduced to almost nothing." Mr. Raby was the first appointed watchmaker to the present emperor.

RAILWAY TRAFFIC RETURNS.

ENGLAND.—Subjoined are the traffic returns of the various English lines for the last week:—

	1855.	1854.
London and North-Western	462,433	258,630
London and York	23,167	22,490
London and South-Western	17,573	15,269
London and Brighton	18,568	16,545
Great Western	25,153	24,670
North-Eastern	37,180	35,701
South-Eastern	25,136	21,414
Great Northern	22,093	19,950
Chester and Holyhead	6,754	6,215
Manchester, Sheffield, and Lincolnshire	9,070	8,719
Eastern Counties, Norfolk, and Eastern Union	23,719	22,612
Bristol and Exeter	6,909	6,220
East Lancashire	7,343	6,131
London and Blackwall	1,723	1,892
Lancaster and Carlisle	8,559	6,433
Midland	34,407	30,106
Oxford and Wolverhampton	3,700	3,423
Newcastle and Carlisle	3,406	3,556
Shrewsbury and Chester	2,878	2,266
South Wales	6,417	5,769
South Devon	2,678	2,593
South Yorkshire and River Don	1,838	1,733
Staff Vale	5,380	3,468
West Hartlepool Railway and Harbour	3,240	2,507
Total	£355,473	£328,343

SCOTLAND.—The returns on Scotch lines are:—

	1855.	1854.
Caledonian	£12,847	£12,180
Edinburgh and Glasgow	3,880	3,635
Edinburgh, Perth, and Dundee	4,461	3,404
Glasgow and South Western	6,640	6,024
North British	5,675	5,113
Total	£34,713	£32,954

IRELAND.—The Irish returns are:—

	1855.	1854.
Belfast and Ballymena	£ 938	£ 834
Dublin and Belfast Junction	1,381	1,135
Dublin and Kingstown	1,590	1,381
Dublin and Droghda	1,576	1,428
Great Southern and Western	6,959	5,684
Midland Great Western	3,264	2,804
Ulster	1,355	1,313
Total	£17,004	£14,609

RAILWAY TRAFFIC.—The traffic returns of railways in the United Kingdom for the week ending Sept. 1 amounted to 443,984*l.*, and for the corresponding week of 1854 to 407,396*l.*, showing an increase of 36,588*l.* The gross receipts of the eight railways having their termini in the metropolis amounted for the week ending as above to 198,984*l.*, and for the corresponding week of last year to 180,980*l.*, showing an increase of 18,004*l.*

The increase on the Eastern Counties Railway amounted to 106*l.*; on the Great Northern to 2743*l.*; on the Great Western to 3482*l.*; on the London and North-Western to 3903*l.*; on the London, Brighton, and South-coast to 2023*l.*; on the London and South-Western to 2305*l.*; and on the South-Eastern to 3712*l.*—total, 18,174*l.*—but from this must be deducted 170*l.*, the decrease on the London and Blackwall Railway, leaving the increase as above, 18,004*l.*

The receipts on the other lines in the United Kingdom amounted to 245,000*l.*, and for the corresponding period of 1854 to 226,416*l.*, showing an increase of 18,584*l.* in the receipts of those lines, which, added to the increase on the metropolitan lines, makes the total increase 36,588*l.*, as compared with the corresponding week of 1854.

VARIETIES OF SPEED.—The velocity of a ship is from 8 to 12 miles an hour; of a racehorse, 29 to 33 miles; of a bird, 50 to 60 miles; of the clouds in a violent hurricane, 80 to 110 miles; of sound, 825 miles; of a cannon ball (as found by experiment), from 600 to 1000 miles; of the earth round the sun, 68,000 miles—more than 100 times quicker than a cannon ball; of Mercury, 104,000 miles; of light, about 8,000 miles, passing from the sun to the earth in about eight minutes, or about a million times swifter than a cannon ball; and the exceeding velocity of the thoughts of the human mind is beyond all possible estimate.

ENGINEERS, MECHANISTS, ARTISTS, BUILDERS, CHEMISTS, MUSICIANS, and all SCIENTIFIC Professionals and Amateurs, will find at the ROYAL POLYTECHNIC every Novelty, in Peace or War, likely to interest Inventors, Capitalists, or Students. Models on the largest scale; LECTURES by the ablest professors; EXHIBITIONS constantly varied, and most instructive and amusing. Open 12 hours daily.—Admission to the whole, ONE SHILLING. Liberal arrangements entered into with conductors of Railway Excursions, heads of Schools, Masters, and large employers of skilled Labour; and Special Illustrations given for Operators and Scholars. Inventors and Manufacturers of Unique Articles of Utility or Beauty are invited to judge for themselves of the advantage of having their Designs and Products displayed at the POLYTECHNIC, the most frequented and highly patronized Institution of the kind in Europe, and one invariably visited by all savans and celebrities arriving in London. Particulars on application, personally or by letter, to J. H. PEPPEY, Esq., Managing Director.

FOREST OF DEAN, GLOUCESTERSHIRE.
TO CAPITALISTS, COAL AND IRONMASTERS, AND PERSONS FORMING COMPANIES WITH LIMITED RESPONSIBILITY.
A COLLIERY FOR SALE, containing about 140 acres of unwrought COALS, contiguous to railways communicating with Hereford, Gloucester, Cheltenham, and the Metropolis.

MR. JOHN COOKE WILL SELL, BY AUCTION, at the King's Head Inn, Gloucester, on Saturday, the 29th day of September instant, at two for three o'clock precisely, subject to conditions of sale, which will be produced, and which may be seen in the interim at the solicitors' offices, in Cheltenham.

All that superior GALE or COAL FIELD, known as the EAST SLADE AND NEWHAM BOTTOM COLLIERY, situate in the township of West Dean, near Hereford, minutely described in the award of the Forest of Dean Commissioners under the title of "The East Slade Colliery."

The extent of the mineral field galed to this colliery is shown on the map of the Forest of Dean, at the Gaveler's Office, Coleford. The part unwrought is believed to comprise an area of about 140 acres. The gale extends to the Hill Delf vein, which vein varies in thickness from 5 to 6 feet, and yields about one ton and a half of superior coal in every square yard.

Four pits or shafts are sunk to the coal.

There is some machinery, which will be sold with the colliery. The former owners, after spending many thousand pounds in pits or shafts, buildings, machinery, &c., discontinued these works, from lack of means to carry them on. The shafts and buildings, however, were judiciously placed, and can be made available to the exhaustion of the coal field.

The well-known increasing demand for Forest coal, with the diminished supply, and the proximity of the East Slade Colliery to the Gloucester and Hereford, and South Wales Railways, render it of great and increasing value. A legitimate opportunity is afforded for the establishment of a company with limited responsibility to purchase and work this colliery.

It is subject under the grant thereof to a rent to the Crown of 20*l.* a year, or 2*l.* per ton for all coal raised, if exceeding 20*l.* a year.

The trap of the colliery, and the original gale thereof, from the officers of the Crown to a Free Miner in fee; also, register of the transfer from such miner to a purchaser, and from him to the present vendor in fee, can be seen at the Gaveler's Office, Coleford.

Further particulars may be known on application to the Auctioneer, Winchcombe-street, or to Messrs. BURN and Co., solicitors, Clarence-street, Cheltenham.

NEWTON HOUSE ESTATE NEAR WHITBY, YORKSHIRE.

MR. JOHN HUGILL WILL OFFER FOR SALE, BY PUBLIC AUCTION, at the Angel Hotel, Whitby, on Tuesday, the 25th day of September, 1855, at Three o'clock in the afternoon, in One Lot (subject to such conditions of sale as will be then and there produced), all that important FREEHOLD PROPERTY, called the NEWTON HOUSE ESTATE, situate in the several townships of Sleaford and Uggelbarnby, in the North Riding of the county of York.

The estate (which contains 394 acres, in a ring fence) consists of a mansion, built of fine freestone, beautifully situated, and surrounded by luxurious plantations, with suitable stables, coach-houses, and other out-offices and conveniences, as well as gardens, orchards, and pleasure grounds. Also, two farms, with convenient dwelling-houses and out-buildings—the one called Newton House Farm, containing 60 acres of arable, meadow, and pasture land, and about 134 acres of woods and plantations; and the other called Felling Farm, containing about 60 acres of arable, meadow, and pasture land, likewise a woodman's cottage and garden, and 150 acres of woods and plantations; about 70 acres of the woods and plantations are old natural grown wood, great part of which is marketable, the rest consists of oak and larch plantations, varying from 30 to 100 years' growth.

The estate contains QUARRIES, MINES, and MINERALS of great value, consisting of freestone quarries in full working, alum mines, jet, cement stone, and ironstone, the latter in great abundance.

The property is distant two miles from the Sleaford Station of the North-Eastern Railway, and may be easily connected with that, as well as with the proposed North Yorkshire and Cleveland Railway, by a branch up from Sleaford; and as the Cleveland and Whitby iron districts are rapidly developing, there is no doubt that the mineral riches of this property will ere long become of great importance. The estate adjoins the Sleaford preserves, and abounds with game, rabbits, and woodcocks. The title rent charge and parochial rates are moderate, and the Uggelbarnby part of the property is entitled to common rights on the Uggelbarnby and Eakdale Moors.

A portion of the purchase-money may (if required) remain on security of the estate. GEORGE PETERSON, the woodman, will show the property; and further particulars may be known by applying to JOHN MOSS, Esq., Liverpool; JOHN WADSWORTH, Esq., Eek House, Whitby (the present occupier of the mansion and quarry); Mr. JOHN HUGILL, auctioneer and land valuer; or at the office of Messrs. BUCHANAN and GRAY, solicitors, Whitby.—Whitby, Aug. 22, 1855.

ON SALE, HORIZONTAL STEAM-ENGINES, suitable for EXPORT, the proportions large, for working with steam at a great pressure, working parts, &c., case hardened. THREE SECOND-HAND SLIDE and SCREW-CUTTING LATHES; one 8 in. bed, 18 ft. long; one 10 in., 14 ft. long; one 12 in., 10 ft. long. PAIR OF NEW 10 in. BACK GEAR HEADSTOCKS. STRAIGHT EDGES, 6 ft. long. SURFACE PLATES of various sizes.—Apply to JOHN ELLIS, jun., BROTHERS, engineers, Backwater-street, Manchester.

LIMITED LIABILITY ACT.—CENTRAL LONDON OFFICES.
I.—PROMOTERS OF COMPANIES UNDER this Act, or others REQUIRING CENTRAL OFFICES IN LONDON, or an experienced RESPONSIBLE AGENT there, to actively attend to their interests, are invited to communicate with Mr. JOHN SEWELL, Assoc. Inst. C.E. (Author of various Scientific and other Papers), 13, LOMBARD STREET, LONDON.

DIVIDEND MINING SHARES.—This STOCK, wisely selected, undoubtedly pays the LARGEST KNOWN DIVIDENDS, and offers immense increases in value 50 per cent. The dividend lists are two lists—one of Dividend, and the other of Progressive Mines. The dividend mines will pay from 10 per cent. upwards; and the progressive mines chosen are those where large sums have been expended, and the last effort is being made to make them remunerative.—Apply to CHAS. D. BERRY, mining agent, 15, Union-court, Old Broad-street.

MINING AGENT.—A YOUNG MAN, who has for some time past been studying mining in its various branches, is desirous of meeting with an ENGAGEMENT as AGENT or SUB-MANAGER in a LEAD MINE. He is thoroughly conversant with the principles of civil engineering, chemistry, mechanical drawing, &c. Unexceptionable references can be given. A moderate salary only required at present.—Address, pre-paid, "W. C.," care of Mr. Bowring, Commercial Sale Rooms, Mincing-lane, London.

MINING JOURNAL.—WANTED, this periodical from its COMMENCEMENT. Any person having it to dispose of will please address "C.," at Thomas, Davies, and Co.'s advertising offices, 1, Finch-lane, Cornhill, stating price and condition.

PARTNERSHIP IN A MINING CONCERN WANTED.—An eligible OPPORTUNITY presents itself for any gentleman, of moderate capital, obtaining a SHARE in a very valuable MINERAL PROPERTY, centrally situated in South Staffordshire, possessing every convenience of canal and other accommodation for doing a first-rate trade. The measures of coal are of excellent quality, have recently been opened, and are now in work. The ironstone measures are numerous, and also of excellent quality.—Application to be made to "A. B.," Post-office, Wolverhampton.

INVESTMENT.—A GENTLEMAN, having spare cash, wishes to INVEST in two or three young FIRST CLASS DIVIDEND MINES, in preference to any other kind of security. North and West Bassett, Wharfedale, and Exmouth and Adams preferred. The whole, or any part, of 10 to 20 North and West Bassett, 50 to 100 Wharfedale, 50 to 25 Exmouth and Adams, may find a purchaser by applying by letter, stating price, to "A. Z.," Post-office, Throgmorton-st., London.

ENGINEERING.—A GENTLEMAN, who has had considerable experience in CIVIL and MECHANICAL ENGINEERING, is desirous to OBTAIN EMPLOYMENT, either at home or abroad. He would be happy to treat with any company, engineer, or contractor, having works on the Continent, where he has for some years past superintended the construction of some important works.—Address, "A. B.," Howard-street, Strand, London.

IRON TRADE.—A GENTLEMAN of experience with a first class connection, and resident in Glasgow, is wishing to REPRESENT any good HOUSE in the IRON TRADE, for the management of business in Scotland, on commission or otherwise.—Apply, "Iron," Post-office, Glasgow.

TO FOREMEN, &c., OF SLATE QUARRIES.—WANTED, in Devonshire, a STEADY, CLEVER FOREMAN, to superintend the raising of the slabs, and overlook the splitters and trimmers, and to enter sales, &c.; liberal wages will be given, and reference as to character and ability required. A FEW good HANDS as SPLITTERS and TRIMMERS also WANTED in the same quarry. Apply by letter, post paid, addressed "A. B.," care of Mr. Wm. Thomas, 5, High-street, Crediton.

CASTINGS OR MACHINERY IN SCOTLAND.—A GENTLEMAN, a practical engineer, resident in Glasgow, will be glad to ACT for any HOUSE ORDERING CASTINGS OR MACHINERY IN SCOTLAND, to inspect the work, and manage the business generally.—Apply, "W.," James Ritchie, Esq., writer, Glasgow.

ULVERSTONE OR WHITEHAVEN IRON ORES.—WANTED, by a GENTLEMAN, possessing a first-rate connection amongst the South Staffordshire ironmasters, a COMMISSION AGENCY for the SALE of the above.—Apply, by letter, to "A. C.," Mining Journal office, 36, Fleet-street, London.

IRISH PEAT COMPANY (Chartered).—FOR SALE, TWENTY SHARES.—Apply, stating highest price, to Mr. J. A. DEWURST, No. 4, Angel-court, Throgmorton-street.

USITANIAN MINING COMPANY.—Notice is hereby given, that the ADJOURNED ANNUAL GENERAL MEETING of shareholders in this company will be HELD at the office, 5, Queen-street-place, Upper Thames-street, on Monday, the 19th inst., at One o'clock precisely.

London, Sept. 7, 1855. By order of the Board, G. H. STANFORTH, Sec.

METROPOLITAN SCHOOL OF SCIENCE, APPLIED TO MINING AND THE ARTS.

MUSEUM OF PRACTICAL GEOLOGY.

DIRECTOR—MR. RODERICK IMPEY MURCHISON, F.R.S., &c.

During the Session 1855-56, which will COMMENCE on the 1st October, the following COURSES OF LECTURES and PRACTICAL DEMONSTRATIONS will be given:—

1. CHEMISTRY. By A. W. HOPKINS, Ph.D., F.R.S.
2. METALLURGY. By JOHN FRASER, M.D., F.R.S.
3. NATURAL HISTORY. By T. H. HUXLEY, F.R.S.
4. MINERALOGY. By W. W. SARTON, M.A.
5. MINING. By A. C. RAMSAY, F.R.S.
6. PHYSICS. By G. G. STOKES, M.A., F.R.S.
7. APPLIED MECHANICS. By ROBERT WILLIS, M.A., F.R.S.
8. INSTRUCTION IN MECHANICAL DRAWING, by Mr. BIRNIE.

The fee for matriculated students (exclusive of the laboratories) is £30 for two years, in one payment, or two annual payments of £15.

Pupils are received in the Royal College of Chemistry (the laboratory of the school), under the direction of Dr. Hofmann, at a fee of £10 for the term of three months. The same fee is charged in the metallurgical laboratory, under the direction of Dr. Percy. Tickets for separate courses of lectures are issued at £2, £3, and £4 each. Officers in the Queen's or the East India Company's service, acting mining agents and managers, may obtain them at half the usual charge.

Certified schoolmasters, pupil teachers, and others engaged in education, are admitted to the lectures at reduced fees.

H. R. H. the Prince of Wales has granted two Exhibitions, and others have also been established.

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1200	Eyan Mining Company, Derbyshire	3 1/2	20 1/2	20 1/2	399 13s. 0d.	1 10-Aug., 1850.
494	Fowey Consols (copper), Tywardreath	40	30	30	44 7 1/2s.	1 0-June, 1855.
2340	Fordale, Isle of Man	71 10s. 6d.	30	30	1 0s. 0d.	0 3-June, 1853.
320	Drake Walls (tin, copper), Calstock	23 1/2	30	30	22 0s. 0d.	0 3-June, 1853.
4448	General Mining Co. for Ireland (cop., lead)	3	2 1/2	2 1/2	0 10s. 0d.	0 3-June, 1853.
3000	Goginan (lead), Cardigan	8	6	6	0 7s. 0d.	0 7-Dec., 1852.
1024	Gonamena (copper), St. Cleer	13 1/2	25	25	0 10s. 0d.	0 10-Oct., 1854.
50000	Great Crinnis (copper), St. Austell	1	1	1	0 10s. 0d.	0 2-June, 1855.
13750	Great Polgoth (tin), St. Austell	2 1/2	6	6	0 5s. 0d.	0 5-June, 1855.
6000	Great South Tolgus (tin), St. Austell	2 1/2	6	6	0 5s. 0d.	0 5-June, 1855.
26658	Great Wheal Vor (tin, copper), Helston	5	4 1/2	4 1/2	181 10s. 0d.	0 7-Aug., 1854.
119	Great Work (tin), Gernoe	100	200	200	2 12s. 6d.	0 4-July, 1855.
1024	Herodford (lead), near Liskeard	8 1/2	2	2	25 0s. 0d.	0 5-Sept., 1852.
6000	Hingston Down Consols (copper), Calstock	3 1/2	11	11	0 10s. 0d.	0 5-Sept., 1852.
1000	Holmshush (lead, copper), Callington	25	11	11	0 10s. 0d.	0 5-Sept., 1852.
2000	Holyford (copper), near Tipperary	11	11	11	0 10s. 0d.	0 5-Sept., 1852.
76	Jamaica (lead), Mold, Flintshire	37 1/2s. 6d.	1	1	380 0s. 0d.	0 5-March, 1854.
2048	Kennegry (copper), Breage	6s. 7d.	1	1	0 10s. 0d.	0 5-March, 1854.
786	Kirkcubrightshire (lead), Kirkcubright	9 1/2	1	1	0 10s. 0d.	0 5-March, 1854.
20500	Luckamore (copper), Tipperary, Ireland	1	1000	1000	1300 0s. 0d.	0 5-March, 1854.
20	Luxey Mining Company, Isle of Man	100	1000	1000	0 2s. 0d.	0 2-Aug., 1851.
5000	Lewis (tin, copper), St. Erth	37 1/2s.	120	120	1048 0s. 0d.	0 2-Aug., 1851.
160	Levan (copper, tin), St. Just	18 1/2	200	200	223 15s. 0d.	0 5-June, 1855.
400	Liburnia (lead), Cardigan	18 1/2	200	200	2 10s. 0d.	0 5-June, 1855.
320	Machynogion and Rib Company	25	29	29	1 17s. 6d.	0 15-Dec., 1854.
160	Ditto (New Shares)	18 1/2	22 1/2	22 1/2	0 2s. 0d.	0 7-Dec., 1854.
6000	Marke Valley (copper), St. Austell	4 10s. 6d.	5 1/2	5 1/2	0 2s. 0d.	0 7-Dec., 1854.
5000	Mendip Hills (lead), Somerset	3 1/2	2	2	1 11s. 0d.	0 2-June, 1855.
5000	Merrilyn (lead), Flint	27 1/2s.	13 1/2	13 1/2	11 0s. 0d.	0 14-July, 1855.
30000	Mining Co. of Ireland (copper, lead, coal)	7	13 1/2	13 1/2	0 16s. 0d.	0 16-July, 1855.
5000	Nantow and Penrhyn	1 1/2	1 1/2	1 1/2	0 3s. 0d.	0 13-Nov., 1854.
7500	Nantow Vale (lead), Llanfyllin	1 1/2	1 1/2	1 1/2	41 0s. 0d.	0 2-Jan., 1855.
470	Newtons Mining Company, Co. Down	50	130	130	324 0s. 0d.	0 2-Dec., 1854.
200	North Pool (copper, tin), Pool	50 1/2	130	130	249 10s. 0d.	0 2-Dec., 1854.
140	North Pool (copper), Camborne	10	70	70	5 6s. 0d.	0 15-Aug., 1855.
6000	North Wheel Basset (copper, tin), Illogan	10 1/2	29	29	23 6s. 0d.	0 10-June, 1855.
6100	Par Consols (copper), St. Blazey	1 1/2	12 1/2	12 1/2	5 10s. 0d.	0 10-June, 1855.
500	Peak United (lead), North Derbyshire	7 1/2	8 1/2	8 1/2	15 0s. 0d.	0 10-June, 1855.
1160	Perran St. George (cop., tin), Perranarabuthoe	21 1/2	15	15	50 0s. 0d.	0 10-June, 1855.
200	Phoenix (copper, tin), Llanfyllin	30	300	300	6 6s. 0d.	0 10-June, 1855.
1000	Polberro (tin), St. Agnes (Preferential)	15	45	45	30 4s. 0d.	0 4-Aug., 1855.
560	Providence Mines (tin), Uny Lelant	20 1/2	45	45	15 0s. 0d.	0 7-Aug., 1855.
256	Rosewarne United (copper, tin), Gwennap	24	240	255 260	372 0s. 0d.	0 8-July, 1855.
256	South Caradon (copper), St. Cleer	2 1/2	317	317	60 0s. 0d.	0 20-June, 1855.
128	South Crinnis (copper), St. Austell	19	7 1/2	7 1/2	2 11s. 0d.	0 6-July, 1855.
9300	South Tamar (silver-lead), Beerferris	17 6s. 6d.	7 1/2	7 1/2	69 0s. 0d.	0 6-July, 1855.
256	South Tolgus (copper), Redruth, Cornwall	10	650	650 660	320 10s. 0d.	0 17-July, 1855.
1024	South Wheel Basset (copper), Illogan	10 1/2	29	29	5 6s. 0d.	0 2-Dec., 1854.
1024	Spearhead Consols (tin), St. Just, Cornwall	1 1/2	1 1/2	1 1/2	8 0s. 0d.	0 10-June, 1855.
280	Spearhead Moor (copper), St. Just	14	14	14	0 17s. 6d.	0 7-April, 1852.
1024	St. Austell and Glyn (cop., tin), Breage	37 1/2s. 6d.	2	2	88 0s. 0d.	0 8-Oct., 1854.
94	St. Ives Consols (tin), St. Ives	100	100	100	11 10s. 0d.	0 3-Oct., 1854.
1000	Stray Park and Camborne Vein (copper)	10 1/2	24	24	4 11s. 0d.	0 2-Feb., 1853.
9600	Tamar Consols (silver-lead), Beerferris	4 1/2	2 1/2	2 1/2	6 18s. 6d.	0 10-Feb., 1853.
2000	Tincoff (copper, tin), near Pool, Illogan	9	2 1/2	2 1/2	8 6s. 0d.	0 5-July, 1855.
2048	Trehane (copper), Menheniot	3 1/2	2 1/2	2 1/2	1 15s. 0d.	0 5-July, 1855.
572	Trevelyan Consols (tin), St. Ives	11 1/2	24	24	403 13s. 0d.	0 5-July, 1855.
96	Trevelyan (copper), Gwennap, Cornwall	32 1/2	150	150	403 13s. 0d.	0 5-July, 1855.
120	Trevelyan (copper), Gwennap, Cornwall	10 1/2	10 1/2	10 1/2	0 10s. 0d.	0 10-June, 1855.
10000	Trevelyan (copper), Gwennap, Cornwall	1	1	1	303 10s. 0d.	0 4-March, 1854.
120	Trevelyan and Barriar (copper), Gwennap	130	2 1/2	2 1/2	0 13s. 0d.	0 30-June, 1854.
4000	Trevelyan (silver-lead), Menheniot, Cornwall	2	2 1/2	2 1/2	55 0s. 0d.	0 30-Dec., 1854.
100	Trumpet Consols (tin), near Helston	95	25	25	53 5s. 0d.	0 30-July, 1855.
400	United Mines (copper), Gwennap	40	245	245	2 5s. 0d.	0 28-Jan., 1855.
1024	Wellington (copper, tin), Perranarabuthoe	8 1/2	6	6	0 15s. 0d.	0 30-Jan., 1855.
10000	Welsh Potash (silver-lead), Talybont, Card.	5	6	6	0 11s. 0d.	0 7-Jan., 1855.
2500	Ditto	1 1/2	31 1/2	31 1/2	0 11s. 0d.	0 7-Jan., 1855.
6000	West Basset (copper), Illogan	20	162 1/2	162 1/2	274 5s. 0d.	0 5-Aug., 1855.
256	West Caradon (copper), St. Cleer	20	130	130	23 15s. 0d.	0 20-May, 1855.
256	West Damsel (copper), Gwennap	£10 7	117 1/2	117 1/2	23 15s. 0d.	0 20-May, 1855.
1024	West Providence (tin), St. Erth	5	13	13	35 0s. 0d.	0 10-Aug., 1855.
200	West Wheel Seta (copper), Camborne	77	285	285 1/2	6 0s. 0d.	0 10-Aug., 1855.
1228	Wheal Arthur (copper), Calstock	7 1/2	13 1/2	13 1/2	1 0s. 0d.	0 10-Aug., 1855.
240	Wheal Bal (tin), St. Just	10 1/2	750	760	690 0s. 0d.	0 25-July, 1855.
256	Wheal Basset (copper), Illogan	10 1/2	750	760	690 0s. 0d.	0 25-July, 1855.
256	Wheal Basset (copper), Illogan	10 1/2	750	760	690 0s. 0d.	0 25-July, 1855.
1024	Wheal Charlotte, Perranarabuthoe	3 1/2	12	12	6 11s. 0d.	0 23-April, 1855.
250	Wheal Clifford (copper), Gwennap	150	245 255	245 255	1 4s. 0d.	0 20-Dec., 1854.
5700	Wheal Cliff and Adams United	41 1/2s.	7 1/2	7 1/2	2575 10s. 0d.	0 8-May, 1854.
128	Wheal Friendship (copper), Devon	11 1/2	11 1/2	11 1/2	0 2s. 0d.	0 20-May, 1853.
6000	Wheal James (iron, copper), Roche	16 1/2s.	7 1/2	7 1/2	4 10s. 0d.	0 10-Oct., 1853.
432	Wheal Jane (silver-lead), Kea	3 1/2	50	50	30 0s. 0d.	0 20-May, 1855.
512	Wheal Lavel (tin), Wenon	79	100	100	225 0s. 0d.	0 20-May, 1855.
112	Wheal Margaret (tin), Uny Lelant	79	100	100	225 0s. 0d.	0 20-May, 1855.
612	Wheal Mary Ann (lead), Menheniot	7 1/2	33 1/2	37 1/2 38	173 13s. 0d.	0 4-May, 1855.
80	Wheal Owles, St. Just, Cornwall	70	280	280	40 10s. 0d.	0 8-Sept., 1852.
210	Wheal Reth (tin), Uny Lelant	24 1/2	200	200	254 10s. 0d.	0 8-April, 1854.
198	Wheal Seta (tin, copper), Camborne	10 1/2	25	25 1/2	47 10s. 0d.	0 10-Jan., 1855.
1024	Wheal Trevelyan (silver-lead), Liskeard	4 1/2	4 1/2	4 1/2	10 2s. 0d.	0 7-Jan., 1854.
5000	Wheal Trevelyan (tin, copper), Gwennap	11 1/2	8 1/2	8 1/2	0 12s. 0d.	0 12-July, 1855.
4000	Wheal Trevelyan (tin, copper), Gwennap	11 1/2	8 1/2	8 1/2	0 12s. 0d.	0 12-July, 1855.
5000	Wheal Trevelyan (tin, copper), Gwennap	11 1/2	8 1/2	8 1/2	0 12s. 0d.	0 12-July, 1855.
10000	Wheal Trevelyan (tin, copper), Gwennap	11 1/2	8 1/2	8 1/2	0 12s. 0d.	0 12-July, 1855.

FOREIGN MINES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5000	Aden Mining Company (copper), Norway	£14 1/2	2 1/2	2 1/2	4 5s. 0d.	0 15-Nov., 1853.
72000	Baden, Grand Duchy of	25	2 1/2	2 1/2	0 10s. 0d.	0 10-Nov., 1852.
2400	Brazilian Imperial (gold)	150	62 1/2	62 1/2	155 0s. 0d.	0 10-Dec., 1854.
2400	Burra Burras (copper), South Australia	40	66	66	72 10s. 0d.	0 5-July, 1855.
12000	Cobre Copper Company (copper), Cuba	40	66	66	0 16s. 0d.	0 18-March, 1854.
100000	Colonia del Gato, Australia	1	1	1	4 13s. 0d.	0 10-March, 1855.
10000	Copiapu Mining Company (copper), Chili	10	20	20	0 10s. 0d.	0 10-March, 1855.
20000	General Min. Assoc. (iron, coal), Nova Scotia	20	17	17	0 20s. 0d.	0 10-July, 1855.
10000	Linsnes (lead), Pozo Ancho, Spain	3	8 1/2	8 1/2	0 20s. 0d.	0 10-July, 1855.
13315	Marquitas and New Granada	1	1	1	0 10s. 0d.	0 10-July, 1855.
2000	Oberrhein (copper), France	20	15	15	0 10s. 0d.	0 10-July, 1855.
10000	Pontgibaud (silver-lead), France	20	15	15	0 10s. 0d.	0 10-July, 1855.
7000	Royal Santiago (copper), Cuba	12 1/2	5	5	0 19s. 0d.	0 7-June, 1854.
101000	San Fernando (silver-lead), Linares	1	29	29 1/2	2 0s. 0d.	0 20-June, 1855.
11000	St. John del Rey (gold), Brazil	25	3 1/2	3 1/2	1 16s. 0d.	0 4-Feb., 1855.
43174	United Mexican (silver), Mexico	Av.	3 1/2	3 1/2	0 9s. 0d.	0 9-July, 1855.
70000	Waller (gold), Goodland, Va., Virginia	1	6 1/2	6 1/2	6 7s. 0d.	0 7-June, 1855.
20000	Mexican and South American Smelting Co.	1	6 1/2	6 1/2	0 8s. 0d.	0 8-March, 1854.
18876	North British Australasian	1	1	1	0 8s. 0d.	0 8-March, 1854.

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
72000	Adelaide Land and Gold Comp.	2	1 1/2	2	0 10s. 0d.	0 10s. 0d.
5000	Almaden (silver-lead), Spain	2	1 1/2	2	0 10s. 0d.	0 10s. 0d.
50000	Chancellorville Freehold	1	1 1/2	2	0 10s. 0d.	0 10s. 0d.
54500	Cologne Mining Company	1	1 1/2	2	0 10s. 0d.	0 10s. 0d.
12000	Clasbach (tin), Rheinland Prus.	1	1 1/2	2	0 10s. 0d.	0 10s. 0d.
20000	Iberian (silver-lead), Spain	1	1 1/2	2	0 10s. 0d.	0 10s. 0d.
12000	Jamaica (copper)	1	1 1/2	2	0 10s. 0d.	0 10s. 0d.
2000	Keweenaw Point (cop., sil.)	5	1 1/2	2	0 10s. 0d.	0 10s. 0d.
2309	Kinzigthal Min. Ass., Germany	4	1 1/2	2	0 10s. 0d.	0 10s. 0d.
22000	Louise, Rheinland Prus.	1	1 1/2	2	0 10s. 0d.	0 10s. 0d.
7000	Metaline (copper), Jamaica	1	1 1/2	2	0 10s. 0d.	0 10s. 0d.
25000	Pennular Mining Company	1	1 1/2	2	0 10s. 0d.	0 10s. 0d.
25000	Port Royal and St. Andrew's	1	1 1/2	2	0 10s. 0d.	0 10s. 0d.
30000	Tergove (cop.), Austria	2	1 1/2	2	0 10s. 0d.	0 10s. 0d.
75000	Widder (silver-lead), copper	2	1 1/2	2	0 10s. 0d.	0 10s. 0d.
100000	Worthing (cop.), Adelaide	12	1 1/2	2	0 10s. 0d.	0 10s. 0d.